



SEATTLE CITY COUNCIL

Legislative Summary

CB 118438

Record No.: CB 118438

Type: Ordinance (Ord)

Status: Passed

Version: 3

124850

In Control: City Clerk

File Created: 05/28/2015

Final Action: 09/11/2015

Title: AN ORDINANCE relating to Historic Districts; adding a new Chapter 25.30 to the Seattle Municipal Code (SMC); creating the Sand Point Naval Air Station Landmark District; specifying the district's boundaries; adopting criteria for designating the district; establishing a procedure for preserving significant physical elements within the district; establishing the Sand Point Naval Air Station Landmark District Application Review Committee; providing for administration and enforcement of this Ordinance; and amending Section 22.900C.010 and Table C-1 for Section 22.900C.010 of the SMC to provide for the collection of fees for interpretation of Historic District regulations by the Department of Neighborhoods.

Date

Notes:

Filed with City Clerk:

Mayor's Signature:

Sponsors: Bagshaw

Vetoed by Mayor:

Veto Overridden:

Veto Sustained:

Attachments:

Drafter: erin.doherty@seattle.gov

Filing Requirements/Dept Action:

History of Legislative File

Legal Notice Published:

☐ Yes

☐ No

Ver- sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	Mayor	06/11/2015	Mayor's leg transmitted to Council	City Clerk			
	Action Text:	The Council Bill (CB) was Mayor's leg transmitted to Council. to the City Clerk					
	Notes:						
1	City Clerk	06/30/2015	sent for review	Council President's Office			
	Action Text:	The Council Bill (CB) was sent for review. to the Council President's Office					
	Notes:						

- 1 Council President's Office 07/01/2015 sent for review Seattle Public Utilities and Neighborhoods Committee
Action Text: The Council Bill (CB) was sent for review. to the Seattle Public Utilities and Neighborhoods Committee
Notes:
- 2 Full Council 07/13/2015 referred Seattle Public Utilities and Neighborhoods Committee
Action Text: The Council Bill (CB) was referred. to the Seattle Public Utilities and Neighborhoods Committee
Notes:
- 2 Seattle Public Utilities and Neighborhoods Committee 08/11/2015 discussed
Action Text: The Council Bill (CB) was discussed.
Notes:
- 2 Seattle Public Utilities and Neighborhoods Committee 08/20/2015 pass as amended 09/08/2015 Pass
Action Text: The Committee recommends that Full Council pass as amended the Council Bill (CB).
In Favor: 4 Chair Bagshaw, Vice Chair Sawant, Member Harrell, Godden
Opposed: 0
- 3 Full Council 09/08/2015 passed Pass
Action Text: The Council Bill (CB) was passed by the following vote and the President signed the Bill:
Notes:
In Favor: 9 Councilmember Bagshaw, Council President Burgess, Councilmember Godden, Councilmember Harrell, Councilmember Licata, Councilmember O'Brien, Councilmember Okamoto, Councilmember Rasmussen, Councilmember Sawant
Opposed: 0
- 3 City Clerk 09/10/2015 submitted for Mayor's signature Mayor
Action Text: The Council Bill (CB) was submitted for Mayor's signature. to the Mayor
Notes:
- 3 Mayor 09/11/2015 Signed
Action Text: The Council Bill (CB) was Signed.
Notes:
- 3 Mayor 09/11/2015 returned City Clerk
Action Text: The Council Bill (CB) was returned. to the City Clerk
Notes:
- 3 City Clerk 09/11/2015 attested by City Clerk
Action Text: The Ordinance (Ord) was attested by City Clerk.
Notes:
-

CITY OF SEATTLE
ORDINANCE 124850

COUNCIL BILL 118438

AN ORDINANCE relating to Historic Districts; adding a new Chapter 25.30 to the Seattle Municipal Code (SMC); creating the Sand Point Naval Air Station Landmark District; specifying the district's boundaries; adopting criteria for designating the district; establishing a procedure for preserving significant physical elements within the district; establishing the Sand Point Naval Air Station Landmark District Application Review Committee; providing for administration and enforcement of this Ordinance; and amending Section 22.900C.010 and Table C-1 for Section 22.900C.010 of the SMC to provide for the collection of fees for interpretation of Historic District regulations by the Department of Neighborhoods.

WHEREAS, the Landmarks Preservation Board, after a public meeting on February 2, 2011,

voted to approve the nomination of the Sand Point Naval Air Station Landmark District;

and

WHEREAS, after a public meeting on March 16, 2011, the Landmarks Preservation Board voted

to approve the designation of the Sand Point Naval Air Station Landmark District; and

WHEREAS, on July 3, 2013, the Board and owners of the designated landmark district

properties agreed to controls and incentives; and

WHEREAS, the Board recommends that the City Council enact a designating ordinance

approving the controls and incentives; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. A new Chapter 25.30 is added to the Seattle Municipal Code as follows:

Chapter 25.30

Sand Point Naval Air Station Landmark District

25.30.010 Purpose

A. The City's legislative authority finds that the protection, enhancement, perpetuation, and use of sites, improvements, and objects of historical, cultural, architectural, engineering or geographic significance, located within the City, are required in the interest of the prosperity, civic pride, and general welfare of the people; and further finds that the economic, cultural, and aesthetic standing of this City cannot be maintained or enhanced by disregarding the heritage of the City and by allowing the unnecessary destruction or defacement of such cultural assets.

B. The purposes of this chapter are: (1) to designate, preserve, protect, enhance, and perpetuate those sites, improvements, and objects that reflect significant elements of the City's cultural, aesthetic, social, economic, political, architectural, engineering, historic, or other heritage, consistent with the established long-term goals and policies of the City; (2) to foster civic pride in the beauty and accomplishments of the past; (3) to stabilize or improve the aesthetic and economic vitality and values of such sites, improvements, and objects; (4) to protect and enhance the City's attraction to tourists and visitors; and (5) to promote the use of outstanding sites, improvements, and objects for the education, stimulation, and welfare of the people of the City.

25.30.020 Definitions

The following terms used in this chapter shall, unless the context clearly demands a different meaning, mean as follows:

"Application Review Committee" is the committee established by this chapter to conduct informal reviews of applications for certificates of approval and make recommendations to the

Landmarks Preservation Board.

“Board” is the Seattle Landmarks Preservation Board as provided by Section 25.12.270.

“Certificate of approval” is the written authorization required under Section 25.30.070, or written approval of a preliminary design of a project as well as its subsequent design phases, as provided for in Section 25.30.080.

“Council” is the City Council of The City of Seattle.

“Department” is the Department of Neighborhoods.

“Director” is the Director of the Department of Planning and Development of the City or such other official as may be designated from time to time to issue permits for construction, alteration, reconstruction, or demolition of improvements upon real property in the City.

“Hearing Examiner” is any person authorized to act as a hearing examiner pursuant to Chapter 3.02, the Administrative Code, or any ordinance amendatory or successor thereto.

“Historic Preservation Officer” is the person described in the Landmarks Preservation Ordinance, Section 25.12.320.

“Significant change” is any external alteration, new construction, restoration, or demolition other than routine maintenance or repair.

25.30.030 District established - boundary

There is established the Sand Point Naval Air Station Landmark District whose boundary is described as follows:

A portion of land located in Section 2, Township 25 North, Range 4 East, W.M., City of Seattle, County of King, State of Washington, described as follows:

COMMENCING at the quarter corner common to Sections 2 and 11 in said Township and Range, thence N 88°30'34" W along the south line of said Section

2 a distance of 1319.57 feet to the intersection with Sandpoint Way N.E., said point being marked by a concrete monument in case, Thence N 0°15'38" E along the centerline of Sandpoint Way N.E. a distance of 20.00 feet to the TRUE POINT OF BEGINNING:

Thence S 88°30'34" E along a line that is parallel with and 40 feet south of the north margin of N.E. 65th St. lying east of Sandpoint Way N.E. a distance of 793.54 feet;

Thence N 1°45'34" E a distance of 10.00 feet;

Thence S 88°30'34" E along a line that is parallel with and 30 feet south of the north margin of N.E. 65th St. a distance of 208.10 feet to a non-tangent point of curvature;

Thence on a curve to the north which is concave to the southwest having a radial bearing of N 88°30'34" W, a radius of 373.01 feet, a central angle of 27°00'12", and an arc distance of 175.80 feet to a point of tangency;

Thence N 25°30'46" W a distance of 402.67 feet to a point of curvature;

Thence on a curve to the north which is concave to the northeast, having a radial bearing of N 64°29'14" E, a radius of 576.22 feet, a central angle of 26°22'17", and an arc distance of 265.22 feet to a point of tangency;

Thence N 0°51'31" a distance of 253.40 feet to a point of curvature;

Thence on a curve to the north which is concave to the southwest having a radial bearing of N 89°08'29" W, a radius of 249.37 feet, a central angle of 35°59'23", and an arc distance of 156.64 feet to a point of reverse curvature;

Thence on a curve to the north which is concave to the northeast having a radial bearing of N 54°52'09" E, a radius of 248.86 feet, a central angle of 36°04'22", and an arc distance of 156.68 feet to a point of tangency;

Thence N 0°56'34" E a distance of 885.21 feet;

Thence S 88°58'15" E a distance of 155.84 feet;

Thence N 1°01'44" E a distance of 1576.77 feet;

Thence N 88°55'53" W a distance of 272.26 feet to the westerly boundary line of NOAA;

Thence along said boundary line N 1°03'04" E a distance of 73.05 feet to the beginning of a common boundary line between the City of Seattle Parks and NOAA;

Thence along said boundary line N 1°03'04" E a distance of 440.24 feet to a monument in case stamped 10-1;

Thence continuing along said boundary line N 1°03'04" E a distance of 135.55 feet;

1 Thence leaving said common boundary line N 89°00'00" W a distance of 81.76
2 feet to the northwesterly corner of a former seaplane concrete launch ramp;
3 Thence S 1°00'00" W a distance of 90.09 feet to a concrete bulkhead;
4 Thence N 89°05'22" W along said bulkhead a distance of 276.85 feet;
5 Thence N 37°57'37" W continuing along said bulkhead a distance of 619.73 feet;
6 Thence N 88°30'00" W continuing along said bulkhead distance of 29.92 feet to
7 the easterly edge of a wood pier;
8 Thence N 1°02'00" E along said easterly edge a distance of 259.13 feet;
9 Thence N 41°47'39" W continuing along said easterly edge a distance of 151.52
10 feet to the northerly corner of said pier;
11 Thence S 71°56'39" W a distance of 336.45 feet to the northeasterly corner of
12 Building 275;
13 Thence S 39°20'11" W a distance of 12.21 feet to the northwesterly corner of
14 Building 275;
15 Thence S 50°56'14" E a distance of 365.30 feet;
16 Thence S 1°06'31" W a distance of 62.95 feet to the northeasterly corner of
17 Building 115;
18 Thence N 89°08'00" W a distance of 37.50 feet to the northwesterly corner of
19 Building 115;
20 Thence S 0°52'00" W a distance of 40.00 feet to the southwesterly corner of
21 Building 115;
22 Thence S 89°08'00" E a distance of 45.51 feet;
23 Thence S 1°02'30" W a distance of 205.89 feet;
24 Thence S 87°08'00" W a distance of 23.41 feet;
25 Thence S 1°02'30" W a distance of 88.76 feet;
26 Thence S 7°10'11" E a distance of 168.95 feet;
27 Thence S 21°26'38" E a distance of 166.11 feet;
28 Thence S 31°33'29" E a distance of 283.66 feet;
29 Thence S 5°37'48" E a distance of 151.17 feet;
30 Thence S 51°12'54" W a distance of 192.12 feet to the centerline of Sandpoint
31 Way N.E.;

32 Thence along said centerline S 12°52'33" E a distance of 317.02 feet to a point of
33 curvature;

1 Thence along a curve to the south and concave to the northeast having a radial
2 bearing of N 77°07'27" E, a radius of 573.89 feet, a central angle of 14°34'23"
3 and an arc distance of 145.97 feet to a point of tangency;

4 Thence S 27°26'56" E a distance of 171.16 feet to a point of curvature;

5 Thence along a curve to the south and concave to the southwest having a radial
6 bearing of S 62°33'04" W, a radius of 572.25 feet, a central angle of 27°42'40",
7 and an arc distance of 276.77 feet to a point of tangency;

8 Thence S 0°15'44" W a distance of 2770.79 feet to the TRUE POINT OF
9 BEGINNING.

10 Containing 3,806,507 square feet.

11 12 **Building 312 Description** 13

14 A portion of Magnuson Park, King County AFN 0225049061, located in Section 1 and
15 Section 2, Township 25 North, Range 4 East, W.M., City of Seattle, County of King,
16 State of Washington, described as follows:

17 COMMENCING at the quarter corner common to Sections 2 and 11 in said Township
18 and Range; thence N14°47'26"W a distance of 2981.51 feet to a concrete monument
19 stamped 10; thence S 88°53'01" E on the boundary line between NOAA and the City of
20 Seattle Parks a distance of 2893.01 feet to a concrete monument stamped 10-3 set as an
21 angle point in said NOAA/Parks boundary; thence continuing along said boundary line
22 N 21°21'50" E a distance of 497.07 feet; thence leaving said boundary S 68°38'10" E a
23 distance of 232.56 to the northwesterly corner of an existing building designated as
24 Building 312 and the TRUE POINT OF BEGINNING of this description:

25 Thence along the perimeter of Building 312;

26 S 28°11'00" E a distance of 40.20 feet;

27 N 61°49'00" E a distance of 25.20 feet;

28 N 28°11'00" W a distance of 40.20 feet;

29 Thence S 61°49'00" W a distance of 25.20 feet to the TRUE POINT OF BEGINNING.

30 Containing 1,013 square feet.

31 32 **Bunkers Description** 33

34 A portion of Magnuson Park, King County AFN 0225049061, located in Section 1 and

Section 2, Township 25 North, Range 4 East, W.M., City of Seattle, County of King,
State of Washington, described as follows:

COMMENCING at the quarter corner common to Sections 2 and 11 in said Township
and Range, thence N 14°47'26" W a distance of 2981.51 feet to a concrete monument
stamped 10; thence S 88°53'01" E on the boundary line between NOAA and the City of
Seattle Parks a distance of 2893.01 feet to a concrete monument stamped 10-3 set as an
angle point in said NOAA/Parks boundary; thence leaving said boundary S 1°06'59" W
a distance of 1127.81 feet to the northerly edge of a concrete roadway and the TRUE
POINT OF BEGINNING:

Thence N 53°57'12" W a distance of 446.50 feet along said northerly edge of roadway;

Thence leaving said northerly edge S 36°02'48" W a distance of 198.41 feet;

Thence S 53°57'12" E a distance of 204.81 feet;

Thence N 36°02'48" E a distance of 186.96 feet to the southerly edge of
aforementioned roadway;

Thence S 53°57'12" E a distance of 316.53 feet along said southerly edge;

Thence leaving said southerly edge S 36°02'48" W a distance of 186.96 feet;

Thence S 53°57'12" E a distance of 217.27 feet;

Thence N 36°02'48" E a distance of 186.96 feet to the aforementioned southerly edge
of roadway;

Thence along said southerly edge S 53°57'12" E a distance of 276.29 feet to the easterly
edge of a concrete roadway;

Thence along said easterly edge N 31°04'26" E a distance of 411.91 feet;

Thence N 27°09'12" E a distance of 97.21 feet;

Thence leaving said easterly edge S 62°50'48" E a distance of 83.86 feet;

Thence N 27°09'12" E a distance of 20.17 feet;

Thence N 62°50'48" W distance of 103.48 feet to the westerly edge of aforementioned
roadway;

Thence along said westerly edge S 28°08'59" W a distance of 73.88 feet;

Thence leaving said westerly edge N 53°53'03" W a distance of 128.14 feet;

Thence S 36°06'57" W a distance of 198.72 feet;

Thence S 6°27'54" W a distance of 276.08 feet to the northerly edge of a concrete
roadway;

Thence along said northerly edge N 53°57'12" W a distance of 513.28 feet to the TRUE
POINT OF BEGINNING

Containing 152,502.3 square feet.

Karen Gordon
DON Sand Point Landmark District Controls ORD
August 20, 2015
#D7

1 The boundaries are illustrated on the map attached hereto as Map A for Section 25.30.030.

2

25.30.040 Criteria for district designation

A. District overview. Sand Point Naval Air Station Landmark District is located in northeast Seattle on the Sand Point peninsula within Warren G. Magnuson Park. The 90.91 acre landmark district encompasses three discontinuous parts of the original Naval Air Station Seattle site and contains concentrations of intact historic resources directly associated with the Naval Air Station operations between 1926 and 1953. The district is characterized by strong institutional cohesion of substantial buildings and structures linked organizationally through an intact historic road system. The streetscapes and landscape features contribute significantly to the unity of the setting and character of the landmark district. During the period of Navy use from the post-World War II era to 1991, many outlying parcels were decommissioned and converted to local uses. Also during this period many structures were demolished, including peripheral and smaller buildings. However, the landmark district retains and exhibits a high level of physical integrity. Intact buildings, structures, and objects continue to convey the quality and purpose of design, material, scale, and workmanship. The distinct functional building types reflect the pre-, during, and post-World War II operations of the Naval Air Station and its administrative role in the operation of other naval aviation facilities within the Thirteenth Naval District. The boundaries of the main core of the district generally follow existing and former roadways. The district encompasses a total of 53 contributing and non-contributing historic resources.

B. Architectural characteristics. The landmark district includes notable examples of Art Deco, Art Moderne, and Colonial Revival buildings as well as utilitarian buildings and structures that typify industrial vernacular and military architecture. The district also retains an important collection of Public Works Administration and Works Progress Administration

1 funded projects that date from the pre-World War II era of station expansion. The buildings and
2 structures within the landmark district remain generally intact and exhibit moderate to high
3 levels of physical integrity. The organizational relationships among buildings remain evident,
4 with maintenance and operational facilities situated to the north; residences and recreation
5 facilities to the south; offices, training, and administration facilities centrally located to
6 transition between these; and munitions and other aviation related facilities situated a distance
7 away to the east, in close proximity to the operation of aircraft to be serviced. Primary building
8 and structure types include aircraft hangars, office and administration buildings, a steam plant,
9 officer housing and barracks, munitions magazines and storehouses, and aircraft maintenance
10 shops. The use of brick, concrete, and steel as structural materials, as well as cladding elements,
11 is a dominant design feature throughout the district. The scale and massing of facilities, in
12 particular the hangars, reflect the magnitude of the aircraft that constituted the primary
13 operational mission of the air station, as described in Appendix B of the Landmark Nomination
14 Application.

15 C. Landscape features

16 1. The landscape is a contributing design feature of the landmark district. The
17 scale of streetscapes and placement and selection of trees and shrubs, coupled with the use of
18 lawns and open space reinforce the district's formal setting and noble purpose of national
19 defense as the nation braced for World War II. Only a small amount of the pre-naval historic
20 landscape of Sand Point peninsula remains today. For example, Mud Lake, a 20-acre lake/bog
21 that was located east of the former Married Officer's Quarters, was infilled. Similarly, the
22 Pontiac Bay area to the north had rolling, forested wetlands fed by a small stream flowing into
23 Lake Washington prior to settlement and conversion to farmlands.

2. As the Naval Station was developed, the forest, wetlands, and knolls were leveled to create open, relatively level expanses of aircraft runways and naval facilities. The original street trees were planted within the Naval Station in the late 1930s and many of these remain along Sand Point Way NE and 62nd Avenue NE. These trees are a prominent feature of the southern half of the district. Other original ornamental trees also remain scattered throughout the district setting.

3. Three trees within the district are of particular importance to the history of the site and have been formally identified as historic landscape features to be preserved and maintained:

a. A white spruce is located off the southeast corner of Building 25. It was reportedly planted in 1931 by the Alaskan Yukon Pioneers' Society as a commemorative planting.

b. A large Atlas Cedar (*Cedrus atlantica*), commonly referred to as the Freedom Tree or Memorial Tree is located near the southeast corner of Building 25. When the Freedom Tree was approximately forty years old, it was re-dedicated as part of the Vietnam Memorial erected in 1972.

c. A large Atlas Cedar is located at the southern end of 62nd Avenue NE, to the southeast of Building 26 South. This tree serves as a counterpoint to the flagpole located at the north end of 62nd Avenue NE, directly in front of Building 25. It was designated as the "holiday tree" when the base was operational.

4. In addition to the trees identified in subsection 25.30.040.C.3, lawn areas and open space are important features within the vicinity of the historic office, recreation, and residential buildings. Other landscape features that evoke the character of the original planting

1 designs include the planting areas that accent the main entry approach at NE 74th Street from
2 Sand Point Way NE, and the residual remnants from a brick-lined rose garden indicated on
3 historic plans, that are located to the south of Building 26 South.

4 **25.30.050 Design review guidelines**

5 A. The Landmarks Preservation Board shall draft and, after consideration and review
6 in accordance with Chapter 3.02, shall adopt design review guidelines as rules, which shall
7 become effective upon filing with the City Clerk. Notice and conduct of such public hearing(s)
8 shall be in accordance with the rules of the Landmarks Preservation Board and Chapter 3.02.

9 B. The design review guidelines shall identify the unique values of the District,
10 include a statement of purpose and intent, and remain consistent with the purposes of this
11 Chapter 25.30. The guidelines shall identify design characteristics that have either a positive or
12 negative effect upon the unique values of the District. The guidelines shall also specify design-
13 related considerations that will be allowed, encouraged, limited or excluded from the District
14 when certificate of approval applications are reviewed.

15 C. The design review guidelines are intended to fulfill the preservation goals as
16 established by the Sand Point Historic Properties Reuse and Protection Plan (Resolution 29725)
17 and adhere to The Secretary of the Interior's Standards for Rehabilitation and Guidelines for
18 Rehabilitating Historic Properties (and associated National Park Service guidelines & technical
19 briefs).

20 D. Until guidelines pursuant to subsection 25.30.050.A are adopted, the Landmarks
21 Preservation Board shall review any application for a certificate of approval using the Secretary
22 of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic
23 Properties.

25.30.060 District administration

A. Jurisdiction over changes and improvements to the District is vested in the Board. However in order to maintain adequate community outreach and engagement, an Application Review Committee is created, which shall consist of five members: two current or former members of the Board, at least one of whom shall be an architect; two members selected from District property owners, residents, or tenants; and one community member that has a demonstrated interest in the history and preservation of the Sand Point Naval Air Station Landmark District.

B. The members of the Application Review Committee shall be appointed to two year terms by the Chair of the Board, except that the first time the committee is formed the initial term of two members shall be one year. The committee shall review and make recommendations to the Board for issuance or denial of applications for certificates of approval within the District.

C. The Board shall establish an annual schedule of meetings for the Application Review Committee. The Board may amend that schedule as appropriate.

25.30.065 Relationship between Board review and responsibilities of other City departments

The function of the Board under Section 25.30.060 is to review public or private applications for certificates of approval to demolish, alter or construct buildings, structures and site elements located within the District, for consistency with the landmarks criteria prescribed in Section 25.30.090. It is not the function of the Board to regulate the use of property within the District, which is the responsibility of the Department of Planning and Development, or to manage the use of City owned property within the District, which is the

responsibility of the Department of Parks and Recreation if the properties are within the boundaries of Warren G. Magnuson Park.

25.30.070 Approval of significant changes to buildings, structures, and other property

A. Within the District, a Certificate of Approval, issued by the Board must be obtained or the time for denying a Certificate of Approval application must have expired, before the owner may make alterations or significant changes to the site and the exteriors of all of the buildings, structures and objects within the district boundaries as defined in Section 25.30.030 and as illustrated in Map A for Section 25.30.030, excluding the following:

1. NOAA Guardhouse;
2. NOAA Overpass;
3. Building 67, Mountaineers Headquarters, Historic name: Motor Pool Garage;
4. Building 299, Historic name: Inflammable Stores Building;
5. Building 407, Historic name: Hazardous Waste Storage;
6. Structure S-101 located adjacent to Building 115, Historic name: Tank Truck Loading Rack;
7. Structure 337, Overhead Walkway;
8. Building 141, Historic name: Respiratory Training Building;
9. Building 192, Historic name: Low-Pressure Training Building;
10. Building 403, Historic name: Generator Building;
11. Brettler Family Place Apartments Buildings; and
12. Lowry Family Community Building.

Except when any of the above structures are demolished or altered (which does not require a Certificate of Approval) any site improvements will require review and approval pursuant to

Chapter 25.12 and the adopted guidelines in Section 25.30.050 with the exception of those items identified in subsections 25.30.070.B and 25.30.070.C.

B. A Certificate of Approval is not required for the following:

1. Any in-kind maintenance or repairs of the features listed in subsection 25.30.070.A.

2. Installation, removal and/or addition of the following landscape elements: trees eight inches or under in diameter measured four and one half feet above ground; shrubs, perennials, and annuals.

3. Removal of non-native plants of any size.

4. Removal of trees of any size identified as a hazard by an International Society of Arboriculture certified arborist.

5. Installation, removal, or alterations of temporary site furnishings, including benches, chairs, tables, and trash receptacles not permanently attached to designated buildings/structures or landscape features.

6. Removal or alterations to the following buildings/structures:

a. NOAA Guardhouse;

b. NOAA Overpass;

c. Building 67 Mountaineers Headquarters, Historic name: Motor Pool Garage;

d. Building 299, Historic name: Inflammable Stores Building;

e. Building 407, Historic name: Hazardous Waste Storage;

f. Structure located adjacent to Building 115, Historic name: Tank Truck Loading Rack;

- g. Structure 337, Overhead Walkway;
- h. Building 141, Historic name: Respiratory Training Building;
- i. Building 192, Historic name: Low-Pressure Training Building;
- j. Building 403, Historic name: Generator Building;
- k. Brettler Family Place Apartments Buildings;
- l. Lowry Family Community Building;
- m. Tennis Center Sand Point; and
- n. Phyllis Gutierrez Kenney Place.

7. In-kind street, sidewalk, or curb replacement on Seattle Department of Transportation streets and/or rights-of-way, or parking area resurfacing.

8. Installation or removal of identification/name signs, wayfinding signage that follows design concepts in the Sand Point/Magnuson Park Wayfinding and Signage Master Plan, and ADA signage.

9. Installation or removal of drinking fountains, umbrellas, vendor carts, tents for temporary events, bicycle racks, and bike storage shelters, which are not permanently affixed to buildings or structures, or landscape and features identified in the Sand Point Naval Air Station Landmark District Design Guidelines in Section 25.30.050.

10. Paint colors as defined in the Sand Point Naval Air Station Landmark District Design Guidelines in Section 25.30.050.

11. Removal and replacement of non-original light fixtures.

12. Installation, removal, or replacement of recreational structures including but not limited to playground equipment and rock climbing areas.

13. Installation or removal of any temporary structures associated with special events held by on-site organizations or by organizations including those issued a Special Event Permit issued by the Parks and Recreation Department.

14. All work that is temporary in nature that does not damage character defining features; including art installations, event signage, and temporary signage as defined in Section 23.55.012.

15. Alterations or removal of in-ground or above grade Navy-era utility infrastructure elements, such as electric substation structures, electric or steam system vaults, gasoline system valve vaults or enclosures, and below or above ground concrete encased conduit or piping.

C. Administrative review

1. Administrative review and approval is available for the items listed in subsection 25.30.070.C.2 according to the following procedures. The owner shall submit to the City Historic Preservation Officer (CHPO) a written request for these alterations, including applicable drawings and/or specifications. If the CHPO, upon examination of submitted plans and specifications, determines that such alterations are consistent with the purposes of Chapter 25.12 the alterations shall be approved without the need for any further action by the Board. If the CHPO disapproves such alterations, the owner may submit revised materials to the CHPO, or submit in accordance with the Certificate of Approval process set forth in Chapter 25.12. The CHPO shall transmit a written decision on the owner's submittal to the owner. Failure of the CHPO to approve or disapprove the request within 14 business days shall constitute approval of the request.

2. Administrative review is available for the following:

1 a. Specified features and characteristics of the exteriors of the buildings,
2 the addition or elimination of duct conduits, HVAC vents, grilles, fire escapes, pipes, and other
3 similar wiring or mechanical elements necessary for the normal operation of the building; and
4 changes that encourage energy efficiency and renewable energy efforts including but not limited
5 to solar panels and sky lights.

6 b. Site/landscape grading that does not directly affect designated landscape
7 features specifically contributing to the district.

8 c. Removal or addition of sidewalks, curbs, pathways and/or crosswalks
9 on non-Seattle Department of Transportation streets and/or rights-of-way, Parks and Recreation
10 Department roads, private roads or driveways, and utility easements. Additions shall be designed
11 in accordance with Section 23.72.010.

12 d. Installation or removal of on-premises signs as described in subsection
13 23.55.032. F.

14 e. Installation or removal of off-premises signs as described in subsection
15 23.55.032.G and the Warren G. Magnuson Park Wayfinding and Signage Master Plan.

16 f. Installation of new light poles or pedestrian light poles similar to those
17 installed in the 1999-2000 utility upgrade project.

18 g. Installation of traffic control structures, signage, or similar elements
19 both in the public right-of-way and on private roads.

20 h. Installation or removal of safety and security lighting, cameras, and
21 security system equipment.

22 i. Paint colors that are not defined in the Sand Point Naval Air Station
23 Landmark District Design Guidelines in Section 25.30.050.

j. Installation of community garden(s).

k. Installation, alteration or removal of boundary fencing and gates.

l. Installation, alteration, or removal of fencing for storage areas or utility or mechanical equipment screening consisting of uncoated chain link fencing or black vinyl coated chain link fencing.

m. Replacement of existing awnings, if not in-kind.

n. Installation or removal of Public Art administered by The City of Seattle.

o. Installation or removal of exterior storage containers when located on paved areas.

p. Mothballing of buildings in the Landmark District.

q. Installation or removal of seasonal food and beverage concession structures/trailers when located on paved areas.

r. ADA improvements.

25.30.080 Application for certificate of approval

A. Application

1. Application for a certificate of approval may be made by filing an application for such a certificate with the Board.

2. The following information must be provided in order for the application to be complete, unless Department staff indicates in writing that specific information is not necessary for a particular application:

a. Building name and building address;

b. Name of the business(es) located at the site of the proposed work;

- 1 c. Applicant's name and address;
- 2 d. Building owner's name and address;
- 3 e. Applicant's telephone number;
- 4 f. The building owner's signature on the application or a signed letter
- 5 from the owner designating the applicant as the owner's representative, if the applicant is not
- 6 the owner;
- 7 g. Confirmation that the fee required by subsection 22.900G.010.A
- 8 has been paid;
- 9 h. A detailed description of the proposed work, including:
 - 10 1) Any changes it will make to the site;
 - 11 2) Any effect that the work would have on the public right-
 - 12 of-way or other public spaces; and
 - 13 3) Any new construction;
- 14 i. Four sets of scale drawings, with all dimensions shown, in the
- 15 following form:
 - 16 1) A site plan of existing conditions, showing adjacent
 - 17 streets and buildings, and, if the proposal includes any work on public property, the existing
 - 18 street uses, such as street trees and sidewalk displays, and another site plan showing proposed
 - 19 changes to the existing conditions;
 - 20 2) A floor plan showing the existing features and a floor plan
 - 21 showing the proposed new features;
 - 22 3) Elevations and sections of both the proposed new
 - 23 features and the existing features;

- 4) Construction details; and
- 5) A landscape plan showing existing features and plantings,
and another landscape plan showing proposed site features and plantings;
- j. Photographs of any existing features that would be altered and
photographs showing the context of those features, such as the building facade where they are
located;
- k. One sample of proposed colors, if the proposal includes new finishes
or paint, and an elevation drawing or a photograph showing the location of proposed new
finishes or paint;
- l. If the proposal includes new signage, awnings, or exterior lighting:
 - 1) Four sets of scale drawings of proposed signage or
awnings, showing the overall dimensions, material, design graphics, typeface, letter size, and
colors;
 - 2) Four sets of a plan, photograph, or elevation drawing
showing the location of the proposed awning, sign, or lighting;
 - 3) Four copies of detailed drawings showing the proposed
method of attaching the new awning, sign, or lighting;
 - 4) The wattage and specifications of the proposed lighting,
and a drawing or picture of the lighting fixture; and
 - 5) One sample of proposed sign colors or awning material
and color;
- m. If the proposal includes demolition of a structure or object:
 - 1) A statement of the reason(s) for demolition; and

2) A description of the replacement structure or object; and

n. If the proposal includes replacement, removal, or demolition of existing features, a survey of the existing conditions of the features that would be replaced, removed, or demolished.

3. The Department staff shall determine whether an application is complete and shall notify the applicant in writing within 28 days of the application being filed either that the application is complete or that the application is incomplete and what additional information is required before the application will be complete. Within 14 days of receiving the additional information, the Department staff shall notify the applicant in writing whether the application is now complete or what additional information is necessary. An application shall be deemed to be complete if the Department staff does not notify the applicant in writing by the deadlines in this Section 25.30.080 that the application is incomplete. A determination that the application is complete is not a determination that the application is vested.

4. The determination of completeness does not preclude the Department staff or the Board from requiring additional information during the review process, if more information is needed to evaluate the application according to the criteria in this chapter and in any rules adopted by the Board, or if the proposed work changes. For example, additional information that may be required could include a shadow study or a traffic study when new construction is proposed.

B. An applicant may make a written request to submit an application for a certificate of approval for a preliminary design of a project if the applicant waives in writing the deadline for a Board decision on the subsequent design phase or phases of the project and

1 the applicant agrees in writing that the Board decision on the preliminary design is
2 immediately appealable by the applicant or any interested person of record. The Department
3 staff may reject the request if it appears that approval of a preliminary design would not be
4 an efficient use of Department staff or Board time and resources or would not further the
5 goals and objectives of this chapter. To be complete, an application for a certificate of
6 approval for a preliminary design must include the information listed above in subsection
7 25.30.080.A.2, except subsections 25.30.080.A.2.i.4, A.2.i.5, A.2.k, and A.2.l. A certificate
8 of approval that is granted for a preliminary design shall be conditioned upon subsequent
9 submittal of the final design and all of the information listed above in subsection
10 25.30.080.A.2, and upon Board approval, prior to issuance of permits for work affecting any
11 building or property in the District or to commencing work that does not require permits.

12 C. If an application is made to the Director for a permit for which a certificate of
13 approval is required, the Director shall require the applicant to submit an application to the Board
14 for a certificate of approval. Submission of a complete application for a certificate of approval to
15 the Board shall be required before the permit application to the Department of Planning and
16 Development may be determined to be complete. The Director shall continue to process the
17 application but shall not issue any permit until a certificate of approval has been issued pursuant
18 to this chapter, or the time for filing the notice of denial of a certificate of approval with the
19 Director has expired.

20 D. After the Board has commenced proceedings for the consideration of any
21 application for a certificate of approval for a particular alteration or significant change by giving
22 notice of a meeting pursuant to this Section 25.30.080 or otherwise, no other application for the
23 same or a similar alteration or significant change at the same site may be made until the

1 application is withdrawn or such proceedings and all appeals of the decision on the application
2 have been concluded, except that an application may be made for a certificate of approval for the
3 preliminary design of a project and a later application may be made for a certificate of approval
4 for subsequent design phase or phases of the same project.

5 E. A certificate of approval shall be valid for 18 months from the date of
6 issuance of the Board's decision granting it, unless the Board grants an extension in writing;
7 provided however, that certificates of approval for actions subject to permits issued by the
8 Department of Planning and Development shall be valid for the life of the permit, including
9 any extensions granted in writing by the Department of Planning and Development.

10 **25.30.090 Board meeting on certificate of approval**

11 A. Within 30 days after the Department determines an application for a certificate of
12 approval is complete, the Board shall hold a meeting on the application and shall serve notice of
13 the meeting on the owner and the applicant not fewer than five days before the date of the
14 meeting.

15 B. In reviewing applications or appeals of decisions of the Board, the Board and the
16 Hearing Examiner shall consider:

- 17 1. The purposes of this chapter;
- 18 2. The criteria specified in Section 25.30.040;
- 19 3. Guidelines promulgated pursuant to this Chapter 25.30;
- 20 4. The properties' historical and architectural or landscape value and significance;
- 21 5. The properties' architectural or landscape type and general design;
- 22 6. The arrangement, texture, material, and color of the building or structure in
23 question, and its appurtenant fixtures, including signs;

7. The relationship of such features to similar features within the Sand Point
Naval Air Station Landmark District; and

8. The position of such buildings, structures, or landscape elements in relation to
public property and to other buildings, structures, and landscape elements.

25.30.100 Issuance of Board decision

The Board shall consider the recommendation of the Application Review Committee
and shall, within 45 days after the application for a certificate of approval is determined to
be complete, issue a written decision either granting, granting with conditions, or denying a
certificate of approval, and shall mail a copy of the decision to the owner, the applicant, and
the Director within three working days after such decision. A decision denying a certificate
of approval shall contain an explanation of the reasons for the Board's decision and specific
findings with respect to this Chapter 25.30 and the adopted guidelines for the District.
Notice of the Board's decision shall be provided to any person who, prior to the rendering of
the decision, made a written request to receive notice of the decision or submitted written
substantive comments on the application.

25.30.110 Appeal to Hearing Examiner

A. Any interested person of record may appeal to the Hearing Examiner the
decision of the Board to grant, grant with conditions, or deny a certificate of approval by
serving written notice of appeal upon the Board and by filing such notice and a copy of the
Board's decision with the Hearing Examiner within 14 days after the date the Board's
decision is issued.

B. If the proposed action that is the subject of the certificate of approval is also
the subject of one or more related permit applications under review by the Department of

1 Planning and Development, then the appellant must also file notice of the appeal with the
2 Department of Planning and Development, and the appeal of the certificate of approval shall
3 not be heard until all of the time periods for filing administrative appeals on the other permits
4 have expired, except that an appeal of a certificate of approval for the preliminary design or
5 for subsequent design phases may proceed immediately according to Section 25.30.080
6 without being consolidated. If one or more appeals are filed regarding the other permits, then
7 the appeal of the certificate of approval shall be consolidated with them and shall be heard
8 according to the same timelines established for the other appeals, except that appeals to the
9 State Shoreline Hearings Board shall proceed independently according to the timelines set by
10 the state for such appeals, and except that an appeal of a certificate of approval for a
11 preliminary design or for a subsequent design phase may proceed according to Section
12 25.30.080 without being consolidated. If the related permit decisions would not be appealable,
13 then the appeal of the certificate of approval decision shall proceed immediately after it is
14 filed.

15 C. The applicant for the certificate of approval may elect to have the appeal proceed
16 immediately rather than postponed for consolidation with appeals of related permit applications,
17 if the applicant agrees in writing that the Department of Planning and Development may suspend
18 its review of the related permits, and that the time period for review of those permits shall be
19 suspended until the Hearing Examiner issues a decision on the appeal of the certificate of
20 approval.

21 D. The Hearing Examiner shall hear and determine the appeal in accordance with
22 the standards and procedures established for appeals to the Hearing Examiner under Sections

25.12.740, 25.12.750, and 25.12.760 of the Landmarks Preservation Ordinance, and as prescribed under subsection 25.30.090.B.

E. The Hearing Examiner shall issue a decision not later than 90 days after the last of the appeals of related permit decisions is filed, or, if the applicant chooses to proceed immediately with the appeal of the certificate of approval, as provided in subsection 25.30.110.C, then not later than 90 days from the filing of that appeal.

The time period to consider and decide the appeal of a certificate of approval shall be exempt from the deadlines for review and decision on both the certificate of approval and any related permit applications.

F. The Hearing Examiner's decision is final. The Hearing Examiner's decision is binding upon the Historic Preservation Officer and the Board, as well as all parties of record to the proceeding. Any judicial review must be commenced within 21 days of issuance of the Hearing Examiner's decision, as provided by RCW 36.70C.040.

25.30.120 Requests for interpretation

A. An applicant for a certificate of approval may request an interpretation of the meaning of any part of this Chapter 25.30 as it relates to the requested certificate of approval. An interpretation shall not have any effect on certificates of approval that have already been granted.

B. An interpretation must be in writing, specify the section of the code to be interpreted, and specify the question to be addressed. Requests shall be submitted to the Historic Preservation Officer.

C. If the requested interpretation relates to a certificate of approval for which an application has been filed, then the request for an interpretation cannot be made any later than 14 days after the application for the certificate of approval was submitted, provided however, that a

1 request for an interpretation may be sought by the applicant at a later time, if the applicant agrees
2 in writing to suspend the time frames for review of the certificate of approval and the time
3 frames applicable to any related permits that are under review until the interpretation is issued.

4 D. Interpretations shall be made in writing by the Historic Preservation Officer, and
5 shall be issued within 25 days of submission of the request. The interpretation decision shall be
6 served on the requesting party, and notice of the decision shall be mailed to parties of record and
7 interested persons of record.

8 E. A fee shall be charged for interpretations in the amount provided in Chapter
9 22.900C, Fees for Land Use Review, and shall be collected by the Department of
10 Neighborhoods.

11 F. An interpretation may be appealed by the applicant if the certificate of approval
12 that the interpretation addresses is denied and the applicant is appealing the denial, or if the
13 interpretation relates to conditions placed on the certificate of approval that the applicant is
14 appealing. An appeal of an interpretation must be filed at the same time as the appeal of the
15 related certificate of approval, and shall be consolidated with the appeal of the related
16 certificate of approval. Appeal of the interpretation shall proceed according to the same
17 procedures and time frames provided in Section 25.30.110 for appeal of a certificate of
18 approval, including the provisions for consolidation with appeals of any related permit
19 decisions.

20 G. The Hearing Examiner shall give substantial weight to the Historic Preservation
21 Officer's interpretation. The appellant shall have the burden of establishing that the interpretation
22 is erroneous.

23 H. The Hearing Examiner may affirm, reverse, or modify the Historic Preservation

Officer's interpretation, in whole or in part. The Hearing Examiner may also remand the interpretation to the Historic Preservation Officer for further consideration.

I. The decision of the Hearing Examiner is final. The Hearing Examiner's decision is binding upon the Historic Preservation Officer and the Board, as well as all parties of record to the proceeding. Copies of the Hearing Examiner's decision shall be mailed to the Historic Preservation Officer and to all parties of record before the Hearing Examiner. Judicial review must be commenced within 21 days of issuance of the Hearing Examiner's decision, as provided by RCW 36.70C.040.

25.30.130 Enforcement

The Director shall enforce this chapter pursuant to Chapter 25.12. Any failure to comply with Chapter 25.30 constitutes a violation of the chapter.

Section 2. Section 22.900C.010 of the Seattle Municipal Code, last amended by Ordinance 118237, is amended as follows:

Section 22.900C.010 Land Use Fees

Table C-1 for 22.900C.010 - Land Use Fees

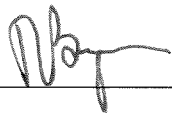
Footnotes to Table C-1 for 22.900C.010:

6. The fees for interpretations of ((SMC)) Chapters 25.12, 25.16, 25.20, 25.21, 25.22, ((and)) 25.24, and 25.30 shall be collected by the Director of the Department of Neighborhoods.

Section 3. This ordinance shall take effect and be in force 30 days after its approval by the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it shall take effect as provided by Seattle Municipal Code Section 1.04.020.

Passed by the City Council the 8th day of September, 2015, and signed by me in open session in authentication of its passage this

8th day of September, 2015.



President _____ of the City Council

Approved by me this 11th day of September, 2015.



Edward B. Murray, Mayor

Filed by me this 11th day of September, 2015.



Monica Martinez Simmons, City Clerk

(Seal)

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BILL SUMMARY & FISCAL NOTE

Department:	Contact Person/Phone:	Executive Contact/Phone:
Neighborhoods	Erin Doherty/206-684-0380	Tim Wolfe/206-684-0535

1. BILL SUMMARY

Legislation Title:

AN ORDINANCE relating to Historic Districts; adding a new Chapter 25.30 to the Seattle Municipal Code (SMC); creating the Sand Point Naval Air Station Landmark District; specifying the district's boundaries; adopting criteria for designating the district; establishing a procedure for preserving significant physical elements within the district; establishing the Sand Point Naval Air Station Landmark District Application Review Committee; providing for administration and enforcement of this Ordinance; and amending Section 22.900C.010 and Table C-1 for Section 22.900C.010 of the SMC to provide for the collection of fees for interpretation of Historic District regulations by the Department of Neighborhoods.

Summary and background of the Legislation:

The attached legislation acknowledges the designation of the Sand Point Naval Air Station Landmark District as a historic district by the Landmarks Preservation Board and imposes controls. The legislation does not have a financial impact.

The Sand Point Naval Air Station Landmark District was primarily built between the late 1920s and mid 1940s and is located within Warren G. Magnuson Park in the Sand Point neighborhood. A Controls and Incentives Agreement has been signed by the owners and has been approved by the Landmarks Preservation Board. The controls in the agreement apply to the entire site, and the exteriors of the buildings, but do not apply to any in-kind maintenance or repairs of the designated features; some exceptions are outlined in the agreement.

2. CAPITAL IMPROVEMENT PROGRAM

☐ This legislation creates, funds, or amends a CIP Project.

3. SUMMARY OF FINANCIAL IMPLICATIONS

☒ This legislation does not have direct financial implications.

4. OTHER IMPLICATIONS

- a) Does the legislation have indirect or long-term financial impacts to the City of Seattle that are not reflected in the above?
 No.

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- b) Is there financial cost or other impacts of not implementing the legislation?**
No.
- c) Does this legislation affect any departments besides the originating department?**
No.
- d) Is a public hearing required for this legislation?**
No.
- e) Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?**
No.
- f) Does this legislation affect a piece of property?**
Yes.
- g) Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities?**
No.
- h) If this legislation includes a new initiative or a major programmatic expansion: What are the long-term and measurable goals of the program? Please describe how this legislation would help achieve the program's desired goals.**
No new initiative or programmatic expansion.
- i) Other Issues:**
None.

List attachments below:

Attachment 1 – Appendix B of the Landmark Nomination Application

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Appendix B: Historic Resources (Descriptions and Photographs)

Naval Air Station Seattle

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Building 32: Landplane Hangar

Site ID No: 1

Address: NOAA Road & 63rd Avenue NE
Plat/Block/Lot: N/A
King County Parcel Number: 0225049001
Classification: Historic Contributing
Style: Vernacular/Military
Built: 1939
Architect: Unknown
Builder: Unknown

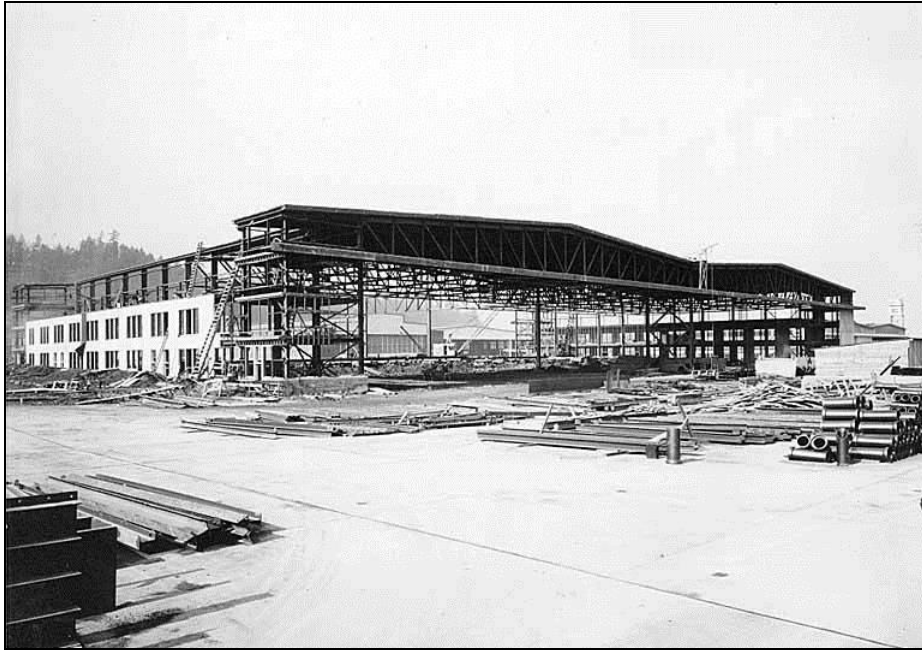
Description: This hangar has an open, four-story volume with two-story wings on a rectangular footprint. Located at the far northeast corner of the district, this hangar is a twin of Building 33 Landplane Hangar to the south. The main entrance is on the south side. Hangar doors open onto 63rd Avenue NE on the west and the former flying field on the east. Both hangars were constructed around the same time, of the same design and materials. A poured reinforced-concrete foundation supports a steel frame structure clad with painted, corrugated Transite (concrete/asbestos) panels, all capped by a low-rise, parallel gable roof. Minimal gable and eave overhangs define the roofline with slender bargeboards along the gable ends. Corner trim pierces cover the joints at outer building wall corners between the corrugated metal panels. The hangar has a symmetrical facade on the west side. Tall, sliding metal doors with twenty-four-lite steel sash windows and small personnel doors are intact. Door positioning staggers each of the doors (ten to a facade). A narrow shed roof projects from the west facade covering the doors' hanging mechanism. Wings have original six-over-six, double-hung, wood sash windows and four-lite, four-panel wood doors at the entrances. Personnel doorways feature a single-lite transom. Windows occur in paired and triple groupings with painted wood mullions separating sash. Upper window sash stiles project beyond the bottom rail. Painted wood frames and sills trim the window openings. Metal gutters and downspouts direct rainwater runoff.

Alterations: Alterations include three replacement aluminum slider windows at the southwest corner. Access to the east side is restricted, limiting observations to the three other sides. The building's overall condition remains good with a high degree of intact original materials. Paint deterioration occurs on the doors and windows.

Historic Context: Built in 1939 (with WPA funds), this large Landplane Hangar provided shelter for Navy planes. It was sited across Avenue "B" (now 63rd Avenue NE) directly east of Building 2 for proximity to the plane assembly and repair facility. It was also sited near the landing field, which was east of the hangar. The flying field no longer exists. Two two-story, steel frame lean-tos (wings) with corrugated asbestos siding were added to the Landplane Hangar (Building 32) using WPA funds. NOAA (National Oceanic and Atmospheric Administration) is the current owner.

Historic Photo: Construction, 1939

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Construction of land plane hangar looking west showing south and east elevations.
Photo Source: University of Washington Special Collections, Image No. SEA2803.

Historic Photo: Construction, 1939



Completed land plane hangar. Photo Source: University of Washington Special
Collections, Image No. SEA2804.

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North Facade



Photo by Artifacts Consulting, Inc., 2009.

West Facade



Photo by Artifacts Consulting, Inc., 2009.

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South Facade



Photo by Artifacts Consulting, Inc., 2009.

West Facade Hangar Doors and Building Number



Photo by Artifacts Consulting, Inc., 2009.

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Building 33: Landplane Hangar

Site ID No: 2

Address: NE 77th Street & 63rd Avenue NE
Plat/Block/Lot: N/A
King County Parcel Number: 0225049001
Classification: Historic Contributing
Style: Vernacular/Military
Built: 1939
Architect: Unknown
Builder: Unknown

Description: This hangar has an open, four-story volume with two-story wings on a rectangular footprint. Located towards the northeast corner of the district, this hangar is a twin of Building 32 Landplane Hangar to the north. The main entrance is on the north side. Hangar doors open onto 63rd Avenue NE on the west and the former flying field on the east. Both hangars were constructed around the same time, of the same design and materials. A poured reinforced-concrete foundation supports a steel frame structure clad with painted, corrugated Transite (concrete/asbestos) panels, all capped by a low-rise, parallel gable roof. Minimal gable and eave overhangs define the roofline with slender bargeboards along the gable ends. Corner trim pierces cover the joints at outer building wall corners between the corrugated metal panels. The hangar has a symmetrical facade on the west side. Tall, sliding metal doors with steel sash windows and small personnel doors are intact. Wings have original six-over-six, double-hung, wood sash windows and four-lite, four-panel wood doors at the entrances. Personnel doorways feature a single-lite transom. Windows occur in paired and triple groupings with painted wood mullions separating sash. Upper window sash stiles project beyond the bottom rail. Painted wood frames and sills trim the window openings. Metal gutters and downspouts direct rainwater runoff.

Alterations: Alterations include two pairs of boarded-over windows on the north side. Access to the east side is restricted, limiting observations to the three other sides. The building's overall condition remains good with a high degree of intact original materials. Paint deterioration occurs on the doors and windows.

Historic Context: Built in 1939 (with WPA funds), this large Landplane Hangar provided shelter for navy planes. It was sited across Avenue "B" (now 63rd Avenue NE) directly southeast of Building 2 for proximity to the plane assembly and repair facility. It was also sited near the landing field, which was east of the hangar. The flying field no longer exists. Two, two-story, steel frame with corrugated asbestos siding lean-tos (wings) were added to the Landplane Hangar (Building 33) using WPA funds. NOAA (National Oceanic and Atmospheric Administration) is the current owner.

Buildings 32 and 33 Streetscape

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(Looking north along 63rd Avenue NE with Building 33 in the foreground.)



Photo by Artifacts Consulting, Inc., 2009.

North Facade



Photo by Artifacts Consulting, Inc., 2009.

West Facade

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Photo by Artifacts Consulting, Inc., 2009.

South Facade



Photo by Artifacts Consulting, Inc., 2009.

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East Facade



Photo by Artifacts Consulting, Inc., 2009.

West Facade Hangar Doors and Building Number



Photo by Artifacts Consulting, Inc., 2009.

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South Facade Window Bay



Photo by Artifacts Consulting, Inc., 2009.

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#1

Guard Station

Site ID No: 3

Address: NE 77th Street & 63rd Avenue NE
Plat/Block/Lot: N/A
King County Parcel Number: 0225049001
Classification: Non-Historic, Non-Contributing
Style: Vernacular
Built: Post-1966
Architect: Unknown
Builder: Unknown

Description: This one-story structure has a shed roof and is rectangular in plan. It is located to the east of a post-Navy construction, chain link fence and gate on the west side of a surface parking lot between Buildings 32 and 33 (Landplane Hangars). Windows are aluminum sliders.

Historic Context: This structure served as a guard station for the National Oceanic and Atmospheric Administration (NOAA) parking lot.

North and West Facades



Photo by Megan Espinoza, 2010.

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DON Sand Point Landmark District Controls SUM ATT 1
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#1

West and South Facades



Photo by Megan Espinoza, 2010.

Karen Gordon
DON Sand Point Landmark District Controls SUM ATT 1
May 27, 2015
#1

Overpass

Site ID No: 4

Address: N/A
Plat/Block/Lot: N/A
King County Parcel Number: 0225049001
Classification: Non-Historic, Non-Contributing
Style: N/A
Built: 1980s
Architect: Unknown
Builder: Unknown

Description: The structure is located northwest of Building 12 and southwest of Building 27 along NOAA Road. The reinforced concrete overpass separates traffic along NOAA Road from 62nd Avenue NE. The overpass remains in good condition.

Historic Context: Built in the 1980s, this structure corresponds with the development of the site's northeast corner for NOAA, and provided a means to separate vehicular access to NOAA from the rest of the site.

Southern Approach (Coming from Building 12.)



Photo by Artifacts Consulting, Inc., 2009.

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May 27, 2015
#1

Northern Approach
(Coming from Building 27.)



Photo by Artifacts Consulting, Inc., 2009.

Karen Gordon
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#1

Structure 19: Magazine (Arch Type)

Site ID No: 5

Address: N/A

Plat/Block/Lot: N/A

King County Parcel Number: 0225049061

Classification: Historic Contributing

Style: N/A

Built: 1936

Architect: Unknown

Builder: Unknown

Description: This poured concrete structure is similar in external appearance and approach to the paired Hi-Explosive Magazines (Structures 54 and 55). All have massive metal doors in a concrete wall opposite another poured concrete wall. A paved road, just wide enough for one vehicle, passes between the facing concrete walls. Roofs are half-round domes (arch type) covered with vegetation. The banked, curved approaches are paved with cementitious material. The structure remains overall in fair condition.

Historic Context: Built in 1936, Structure 19 was constructed to house explosives and ammunition. The structure was sited at the far, east end of the naval air station near Lake Washington, away from core buildings and daily functions. The building is used by Seattle Parks for storage.

Southern Approach



Photo by Artifacts Consulting, Inc., 2009.

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Northern Approach



Photo by Artifacts Consulting, Inc., 2009.

West Wall



Photo by Artifacts Consulting, Inc., 2009.

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#1

West Wall Door Detail

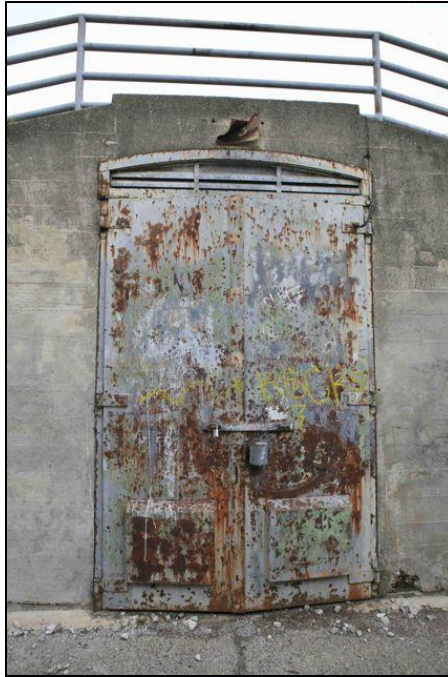


Photo by Artifacts Consulting, Inc., 2009.

East Wall



Photo by Artifacts Consulting, Inc., 2009.

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Air Shaft



Photo by Artifacts Consulting, Inc., 2009.

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Structure 126: Beach Shelter

Site ID No: 6

Address: N/A
Plat/Block/Lot: N/A
King County Parcel Number: 0225049061
Classification: Historic Contributing
Style: Modern
Built: 1942
Architect: Unknown
Builder: Unknown

Description: The Beach Shelter is located at the far, east end of Sand Point overlooking Lake Washington, just northeast of Structure 19, Arch Type Magazine. The wood-framed beach shelter sits on a poured concrete platform. Six square wood columns support a shed roof sheltering picnic benches and tables. The shelter remains overall in fair condition.

Historic Context: Built in 1942, this structure functions as a picnic shelter, providing a view of Lake Washington. This was one of four structures (including former beach shelters and a bathing pier) providing shoreline recreation facilities for officers. Former facilities for enlisted personnel were located one-half mile south. The structure is used as a picnic shelter.

West Facade (with Wading Pool)



Photo by Artifacts Consulting, Inc., 2009.

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South Facade



Photo by Artifacts Consulting, Inc., 2009.

West Facade



Photo by Artifacts Consulting, Inc., 2009.

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Wading Pool



Photo by Lynn Ferguson, 2010.

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Building 312: Small Arms and Pyrotechnic Magazine

Site ID No: 7

Address: N/A

Plat/Block/Lot: N/A

King County Parcel Number: 0225049061

Classification: Historic Contributing

Style: Modern

Built: 1952

Architect: Unknown

Builder: Unknown

Description: This single-story, rectangular building is located along the lakeside loop road at the northeast part of the site. Due to the explosive nature of the materials historically stored there, the building is isolated and has only one opening. The doorway is on the east wall, facing Lake Washington and the road; thus, it is away from the rest of the former naval air station site. The poured concrete foundation supports a board-formed, poured concrete structure capped by a side gable roof. The roofing material is corrugated asbestos panels. A covered concrete loading dock is intact, as are the metal doors. The south side has small, half-round vent covers made of concrete. The building remains in overall fair condition.

Historic Context: Built in 1952, Building 312 was constructed to house small arms and explosive devices. The structure was sited at the far, east end of the air station near Lake Washington, away from core buildings and daily functions. The building is used by Seattle Parks for storage.

East Facade



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South Facade



Photo by Artifacts Consulting, Inc., 2009.

West Facade



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East Facade Door Detail



Photo by Artifacts Consulting, Inc., 2009.

East Facade Roof Detail



Photo by Artifacts Consulting, Inc., 2009.

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Structure 54: Hi-Explosive Magazine

Site ID No: 8

Address: N/A
Plat/Block/Lot: N/A
King County Parcel Number: 0225049061
Classification: Historic Contributing
Style: Modern
Built: 1941
Architect: Unknown
Builder: Unknown

Description: This poured concrete structure is a twin to Structure 55, and similar in external appearance and approach to Structure 19, Arch Type Magazine. All have massive metal doors in a concrete wall opposite another poured concrete wall. A paved road, just wide enough for one vehicle, passes between the facing concrete walls. Roofs are half-round domes covered with vegetation. The banked, curved approaches are paved with cementitious material. The roof is a barrel vault form. The structure remains overall in fair condition.

Historic Context: Built in 1941, Structure 54 was constructed to house hi-explosives. The structure was sited at the far, east end of the naval air station near Lake Washington, away from core buildings and daily functions. The building is used by Seattle Parks for storage.

Western Approach



Photo by Artifacts Consulting, Inc., 2009.

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Eastern Approach



Photo by Artifacts Consulting, Inc., 2009.

North Wall



Photo by Artifacts Consulting, Inc., 2009.

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South Wall



Photo by Artifacts Consulting, Inc., 2009.

South Wall Door Details

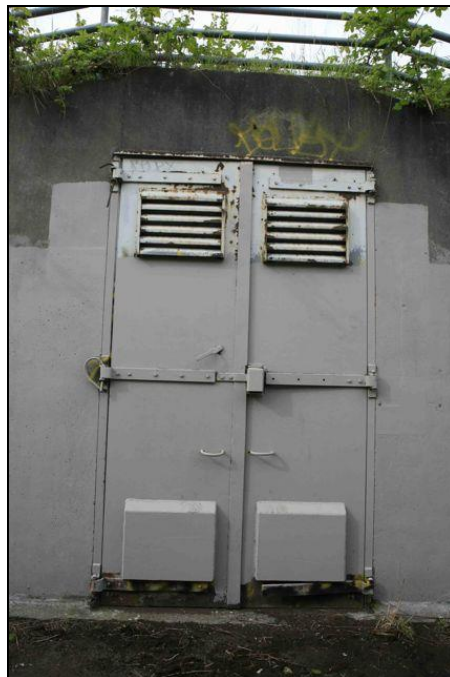


Photo by Artifacts Consulting, Inc., 2009.

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Air Shaft



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Structure 55: Hi-Explosive Magazine

Site ID No: 9

Address: N/A
Plat/Block/Lot: N/A
King County Parcel Number: 0225049061
Classification: Historic Contributing
Style: Modern
Built: 1941
Architect: Unknown
Builder: Unknown

Description: This poured concrete structure is a twin of Structure 54, and similar in external appearance and approach to Structure 19, Arch Type Magazine. All have massive metal doors in a concrete wall opposite another poured concrete wall. A paved road, just wide enough for one vehicle, passes between the facing concrete walls. Roofs are half-round domes covered with vegetation. The banked, curved approaches are parged with cementitious material. The roof is a barrel vault form. The structure remains overall in fair condition.

Historic Context: Built in 1941, Structure 55 is located northwest of Structure 54, and was constructed to house hi-explosives. The structure was sited at the far, east end of the naval air station near Lake Washington, away from core buildings and daily functions. The building is used by Seattle Parks for storage.

Eastern Approach



Photo by Artifacts Consulting, Inc., 2009.

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Eastern Approach



Photo by Artifacts Consulting, Inc., 2009.

North Wall



Photo by Artifacts Consulting, Inc., 2009.

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South Wall



Photo by Artifacts Consulting, Inc., 2009.

View From Above Looking West



Photo by Artifacts Consulting, Inc., 2009.

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View From Above Looking East



Photo by Artifacts Consulting, Inc., 2009.

Air Shaft



Photo by Artifacts Consulting, Inc., 2009.

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Building 18: Firehouse and Garage

Site ID No: 10

Address: 6305 NE 74th Street
Plat/Block/Lot: N/A
King County Parcel Number: 0225049062
Classification: Historic Contributing
Style: Art Deco
Built: 1936; Addition 1945-1952
Architect: Unknown
Builder: Unknown

Description: This, two-story, modern building has an irregular footprint. The overall composition exhibits blocked massing associated with Art Deco stylistic influences. The former firehouse is sited midway along the district's north/south and east/west axes. Its prominent five-story tower is visible from much of the district. The building features a two-story main volume with a single story east volume and four-story tower off the south side of the main volume.

A poured reinforced-concrete foundation supports reinforced-concrete walls clad with red brick laid up in a running bond. Steel lintels span door and window openings with flat, rowlock brick arch above the openings. Windows consist of two types: 1) multiple-lite steel sash units; and 2) horizontal lite steel sash units. All windows feature cast-stone lug sills. The multiple lite steel sash units provide day lighting to ground story vehicle spaces and upper story rear facade spaces. These units feature small rectangular lites. They occur in single, paired and triple groupings. The horizontal lite steel sash units provide day lighting to upper story office and personnel spaces on the north and west facades of the main two-story volume. These occur in single and triple sash groupings. Each sash features three lites with the upper two joined and operable as an awning type opening. Steel stay bars allow the sash to remain open. A flat roof with parapet shelters the building and tower interiors. The parapet features a cast-stone coping. Entrances consist of both vehicle and personnel doors. The north facade is defined by five garage bays with roll-up metal doors marking former emergency vehicle entrance locations. A multiple-panel wood garage door provides vehicle access to the single-story east portion. Personnel doors on the north, east, and south facades consist of flush panel doors. The southwest door features shed roof awning supported by three round painted steel posts.

Alterations: Alterations include the east side addition (erected between 1945 and 1949), boards over some windows, and a second floor addition (1952). The east side addition features a shed roof. The building remains overall in poor condition. The roof collapsed over a year ago allowing rain to enter the building.

Historic Context: Built in 1936, Building 18 served as the naval air station's firehouse. The tall tower was used to dry hoses. The speakers on top of the tower broadcast the Navy calls to duty, including taps, which were heard throughout the neighborhood for many years until they went silent with the base closure. The building is currently vacant.

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North Facade



Photo by Artifacts Consulting, Inc., 2009.

North Facade (Single Garage)



Photo by Artifacts Consulting, Inc., 2009.

West Facade

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Photo by Artifacts Consulting, Inc., 2009.

South Facade



Photo by Artifacts Consulting, Inc., 2009.

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East Facade



Photo by Artifacts Consulting, Inc., 2009.

Southwest Corner Entry Detail



Photo by Artifacts Consulting, Inc., 2009.

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South Facade Entry Detail



Photo by Artifacts Consulting, Inc., 2009.

Drying Tower Window Openings



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Photo by Artifacts Consulting, Inc., 2009.

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Building 47: Recreation Building

Site ID No: 11

Address: 7110 62nd Avenue NE
Plat/Block/Lot: N/A
King County Parcel Number: 0225049062
Classification: Historic Contributing
Style: Art Deco
Built: 1941
Architect: Unknown
Builder: Unknown

Description: This, three-story, Art Deco–style building is T-shaped in plan. Sited along the east side of the district along 62nd Avenue NE, the building is surrounded by housing and recreation facilities. Placement of the building on a sloped site leaves a partial story below grade along the west side; descriptions below refer to stories above grade adjacent to 62nd Avenue NE. A poured reinforced concrete foundation supports poured reinforced concrete walls. The building's front facades along 62nd Avenue NE feature brick cladding with exposed board formed concrete on the side and rear facades.

The front facade features a two-part composition comprised of a stepped two-story main portion and a tall, three-story north volume. Brick veneer laid in a running bond pattern, is the cladding for both parts. The two-story portion features a main single story with a setback second story. The second story features a main block flanked by wings. Two cast-stone belt courses running at the windowsill and header heights accent the first-story. Rowlock brick belt courses running at the windowsill and header heights accent the second story. Windows on both stories consist of multiple-lite steel sash units occurring in paired and triple groupings with steel lintels. Brick mullions separate windows. The cast stone lug sills at window openings on the first story integrate into the belt course. Both stories feature a flat roof with parapet. Cast-stone coping runs along the parapet on both. Three double-leaf doorways provide access to the interior. An Art Deco style canopy with aluminum fascia and steel supporting rods shelters the entrance. The canopy features a rounded outer southwest corner.

The three-story north volume features a single rectangular massing with a vertical fin off the southwest corner separating this volume from the adjacent stepped two-story portion. This volume's north and east facades feature exterior concrete buttresses. Cast stone belt courses continue across the front facade from those of the single-story main volume. Cast stone coins continue up along the northwest corner repeating the height and implied length of belt courses. These wrap around the north facade's brick clad west portion. An ornamental tile course extends along the outer edge of fin's full height and top edge. Three recessed windows provide day lighting to the main lobby area. Set within a cast-stone frame and divided by cast stone mullions these windows consist of horizontal lites. A steel louver on the north facade provides ventilation. A flat roof with parapet shelters the interior volume. The parapet features a cast-stone cornice along the front and partial north side facade. Cast stone cladding lines the walls of the recessed front entrance. Three double-leaf doorways provide access to the interior. The doors feature decorative finishes and hardware. Display boxes recessed into the cast stone occupy the entrance's sidewalls. An Art Deco style canopy with aluminum fascia and steel supporting rods shelters the entrance. The canopy features a rounded outer northwest corner. Secondary entrances provide access off the north and east facades via exterior stairways. Metal railings line these stairways.

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A two-story volume extends behind the two above-mentioned parts with internal connection to the other two parts. This volume features a reinforced concrete foundation and walls. Exterior concrete buttresses extend along the east facade. Large glass-block windows on the north, east and south facades provide day lighting to the interior. Doorways on the north and south sides provide exterior access. The 500-seat auditorium and lobby have original light fixtures worthy of preservation. A tile-lined pool is behind the auditorium stage and varies from five to fifteen feet deep.

Alterations: Alterations include the rigid insulation and stucco cladding on the rear (east) side, some replacement aluminum windows on the west and south sides, a contemporary exterior lobby space on the main entrance, and some in-filled openings. The building remains overall in good condition.

Historic Context: The Recreation Building was dedicated on December 16, 1941. The purpose of the building was to keep enlisted men and officers physically fit through activities like basketball, volleyball, boxing, gymnastics, handball, and wrestling. The building also has a pool, 15 feet deep at the deep end to allow for training of flight crews for emergency exit in a water crash. The mock up of a full cockpit including canopy was called the Delbert Dunker. A crewmember, fully clothed in a flight suit and strapped in, was released down rails from about ten feet above the pool. When the water was struck, the Delbert Dunker inverted and the flight crewmember scrambled to escape. The building was renovated in 2002-2003. Today, the building functions as a community center, containing basketball and volleyball courts, a 500-seat theater, gymnasium, and offices.

North Facade



Photo by Artifacts Consulting, Inc., 2009.

North Facade

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Photo by Artifacts Consulting, Inc., 2009.

North Facade Stair Detail



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North Facade Door Detail



Photo by Artifacts Consulting, Inc., 2009.

West Facade



Photo by Artifacts Consulting, Inc., 2009.

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West Facade: Auditorium Entry



Photo by Megan Espinoza, 2010.

West Facade



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West Facade



Photo by Artifacts Consulting, Inc., 2009.

South Facade

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Photo by Artifacts Consulting, Inc., 2009.

East Facade



Photo by Artifacts Consulting, Inc., 2009.

**Auditorium Lobby
(First Floor)**

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Photo by Megan Espinoza, 2010.

**Auditorium Lobby
(Second Floor)**



Photo by Megan Espinoza, 2010.

Auditorium Lobby Handrail

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(Second Floor)



Photo by Megan Espinoza, 2010.

Auditorium Interior



Photo by Megan Espinoza, 2010.

Auditorium Light Fixture

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Photo by Megan Espinoza, 2010.

Gymnasium Interior



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Gymnasium Interior



Photo by Megan Espinoza, 2010.

Historic Photo: Interior Pool, May 1944

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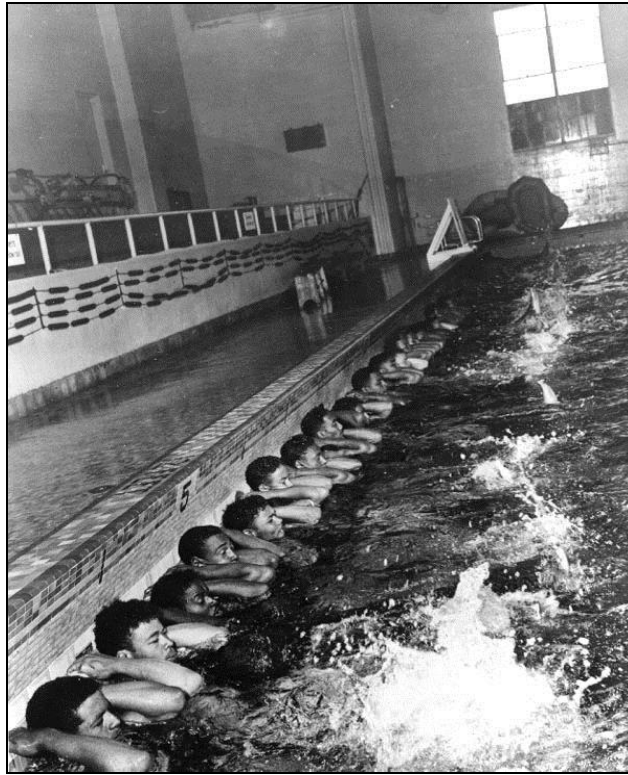


Photo by U.S. Navy. Source: National Archives, Image No. 80-G-233283.

Pool Interior



Photo by Megan Espinoza, 2010.

Pool Interior

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Photo by Megan Espinoza, 2010.

Pool Interior: Concrete Bleachers



Photo by Megan Espinoza, 2010.

Pool Interior: Pool Rules Signage

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Photo by Megan Espinoza, 2010.

Conference Room Interior



Photo by Megan Espinoza, 2010.

Storage Room Interior

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Building 41: Ships' Service, Gasoline Station

Site ID No: 12

Address: 6327 NE 74th Street

Plat/Block/Lot: N/A

King County Parcel Number: 0225049062

Classification: Historic Contributing

Style: Modern, Minimal Traditional

Built: 1939

Architect: Unknown

Builder: Unknown

Description: This single-story utilitarian building occupies a T-shape footprint, east of the Firehouse and south of the Hangar & Office Building. The main entrance is on the north side. A poured concrete foundation supports brick clad walls and a gable roof. The north side has wood folding garage doors. Windows are multi-lite steel sash type.

Alterations: Alterations include in-filled garage bays, removal of the gas pumps, and interior remodels. The building remains overall in fair condition.

Historic Context: Built in 1939, Building 41 was a gasoline station for the site. It no longer functions as a gasoline station. The building currently functions as an office for Seattle Parks and Recreation maintenance crews.

North Facade



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North Facade



Photo by Artifacts Consulting, Inc., 2009.

West Facade



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West Facade



Photo by Artifacts Consulting, Inc., 2009.

South Facade



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South Facade Window Detail



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East Facade



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Building 30: Hangar and Office Building

Site ID No: 13

Address: 6310 NE 74th Street
Plat/Block/Lot: N/A
King County Parcel Number: 0225049062
Classification: Historic Contributing
Style: Art Deco
Built: 1939
Architect: Unknown
Builder: Unknown

Description: This two-story Art Deco–style hangar and office building has a two-story open volume hangar in the center of the rectangular footprint with office wings. The original west wing features three stories. The historically significant 1944 two-story east wing addition features both office space and central hangar space with through connection to the main original hangar volume. The main entrance to the complex is on the south side, but the primary facade is the west side, on 63rd Avenue NE. An original, metal “Administration” sign in Art Deco–style lettering adorns the west entrance. Other ornamentation includes original Art Deco light fixtures on the wall of the cast stone stairs at the west entrance. Construction on the original section was begun by 1938, and the small east addition existed by 1944.

A poured reinforced-concrete foundation supports the complex. The ground story is partially below grade along its west side. Both the east and west wings feature a reinforced concrete superstructure. The base along the ground story consists of painted concrete with a slight projection forming a water table at the wall transition to brick. Brick veneer laid in a running bond pattern is the cladding for the upper stories. Window openings feature cast stone lug sills with steel lintels supporting rowlock brick headers. The east wing features fixed four-lite wood sash windows on the north facade. A flat roof with parapet shelters these office spaces. Cast-stone blocks form the parapet cap. The main west entrance features stepped wall surfaces at the entry with cast stone cladding above and around the entrance. A curved, Art Deco-style metal canopy projects out over the doorway. A series of stairways flanked by cast stone clad cheek walls lead up to the doorway. Ornamental Art Deco style aluminum and glass lanterns mounted to the lower stairway newels provide illumination. The south ground story entrance features concrete steps flanked by a concrete retaining wall leading to the doorway. A modest awning shelters the entry. A painted metal pipe railing runs along the retaining wall. A painted, vertical board screen extends from the concrete retaining to the outer awning edge.

The main hangar features a steel superstructure clad with painted aluminum panels. Massive steel trusses span the interior volume of both the main and 1944 East Wing hangar addition. The 1944 east wing hangar features a brick clad header spanning the length of the east facade’s central portion. Within this opening is a recessed wall system to either side of top hung sliding hangar doors. The wall system features a bank of lower and upper multiple-lite steel sash windows with a concrete base along grade. Personnel doors provide access to the interior through this wall. The hangar doors match this configuration and slide across the front of these walls when open. Intermediate vertical supports set behind the wall system support the steel header above. Large operable steel sliding doors provided airplane access to the building interior at both hangars. Doors are staggered relative to one-another to permit sliding. Smaller personnel doors set within these hangar doors provide personnel access. Doors for the main hangar feature sixteen-lite steel sash windows in their upper portions. All are top hung with the

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hanging mechanism set within the exterior wall plane. Doors for the west hangar feature sixteen-lite steel upper and lower sash.

Interior: The building retains the original Commanding Officer's Suite on the third floor of the west wing. The suite features a massive fireplace with Art Deco style detailing. The walls feature paneling. The lounge area retains built seating, a glass block bar, and the original linoleum floor with pre World War II aircraft star logo in the center.

Alterations: Alterations replaced original windows on the west wing with vinyl sash units in 1985 and the east wing windows with aluminum and vinyl units. Alterations also in-filled with brick several east wing window openings. An added metal stairway provides secondary egress from the upper story of the east wing. Alterations covered a portion of the east wing's wall system with standing seam metal cladding. The building remains overall in fair condition.

Historic Context: Built in 1939 (with WPA funds), Building 30 housed an aircraft hangar and offices. The building offered additional office space for Navy administration and sits across 63rd Avenue NE, east of the Administration Building (Building 25). The building is currently owned by the City of Seattle and contains offices for Parks and Recreation. The hangar space remains intact and is used for special events, such as the twice-a-year Friends of the Seattle Public Library Book Sale. The west wing is currently unoccupied.

North Facade



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North Facade



Photo by Artifacts Consulting, Inc., 2009.

West Facade



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West Facade: Administration Entry



Photo by Artifacts Consulting, Inc., 2009.

West Facade: Administration Entry



Photo by Megan Espinoza, 2010.

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West Facade: Administration Entry



Photo by Lynn Ferguson, 2010.

South Facade

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Photo by Artifacts Consulting, Inc., 2009.

South Facade



Photo by Artifacts Consulting, Inc., 2009.

East Facade

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Photo by Artifacts Consulting, Inc., 2009.

Warehouse Interior



Photo by Megan Espinoza, 2010.

Hangar Interior

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Photo by Megan Espinoza, 2010.

**Administration Interior: Window
(Typical)**



Photo by Megan Espinoza, 2010.

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**Administration Interior: Dutch Door
(Typical)**



Photo by Megan Espinoza, 2010.

**Administration Interior: Commanding Officer's Rooms
White Marble Fireplace**



Photo by Megan Espinoza, 2010.

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**Administration Interior: Commanding Officer's Rooms
Bar and Navy Star Floor**



Photo by Megan Espinoza, 2010.

**Administration Interior: Commanding Officer's Rooms
Seating and Navy Star Floor**



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Photo by Megan Espinoza, 2010.

**Administration Interior: Commanding Officer's Rooms
Swinging Door Detail**



Photo by Megan Espinoza, 2010.

**Administration Interior: Commanding Officer's Rooms
Kitchen**



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Photo by Megan Espinoza, 2010.

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Building 138: Gatehouse (Main Entrance)

Site ID No: 14

Address: 7700 Sand Point Way NE

Plat/Block/Lot: N/A

King County Parcel Number: 0225049062

Classification: Historic Contributing

Style: Art Deco

Built: 1942

Architect: Unknown

Builder: Unknown

Description: This two-story, Art Deco–style building has an irregular footprint. North and south wings on either side of the main park entrance road (NE 74th Street) rise and usually connect over the entrance. No physical throughway exists. The building is oriented to the west and faces Sand Point Way NE. Each wing has a main west entrance. A poured concrete foundation and structure are covered by a flat roof and parapet. Walls are clad with brick veneer. Window bands and a cast stone belt course emphasize the horizontal character of the building. Metal–framed, multi-lite windows have fixed upper and lower sash with hopper sash between. Windowsills are brick or cast stone, depending on location. The building has built-in safes. A banister curves from the second floor to the lobby. A wrought-iron gate spans the NE 74th Street entrance on each side of the gatehouse.

Alterations: Alterations include a Navy era replacement metal door at the ADA entrance, the southern of the two west entries. The building remains overall in fair condition.

Historic Context: Built in 1942, the Gatehouse served as an obvious main entrance and security check for the naval air station. Visitors checked in with Navy personnel before being allowed entry. The enclosed bridge spanning the entrance gave Navy personnel better views of approaching vehicles and pedestrians. The Gatehouse replaced an earlier entrance. In continuous since Navy conveyance, the building provides offices for various non-profit organizations.

North Facade

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Photo by Artifacts Consulting, Inc., 2009.

West Facade: North Wing



Photo by Artifacts Consulting, Inc., 2009.

West Facade: Center Bay

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Photo by Artifacts Consulting, Inc., 2009.

West Facade: South Wing



Photo by Artifacts Consulting, Inc., 2009.

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South Facade



Photo by Artifacts Consulting, Inc., 2009.

East Facade: South Wing



Photo by Artifacts Consulting, Inc., 2009.

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East Facade: Center Bay



Photo by Artifacts Consulting, Inc., 2009.

East Facade: North Wing



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Photo by Artifacts Consulting, Inc., 2009.

Driveway Under the Center Bay and Guard Station



Photo by Artifacts Consulting, Inc., 2009.

Entry Gate

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Photo by Lynn Ferguson, 2010.

South Wing Entry Detail
(Next to driveway running under the building.)



Photo by Lynn Ferguson, 2010.

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North Wing Interior: Stair Detail
(First Floor)



Photo by Megan Espinoza, 2010.
North Wing Interior: Window Detail
(First Floor)

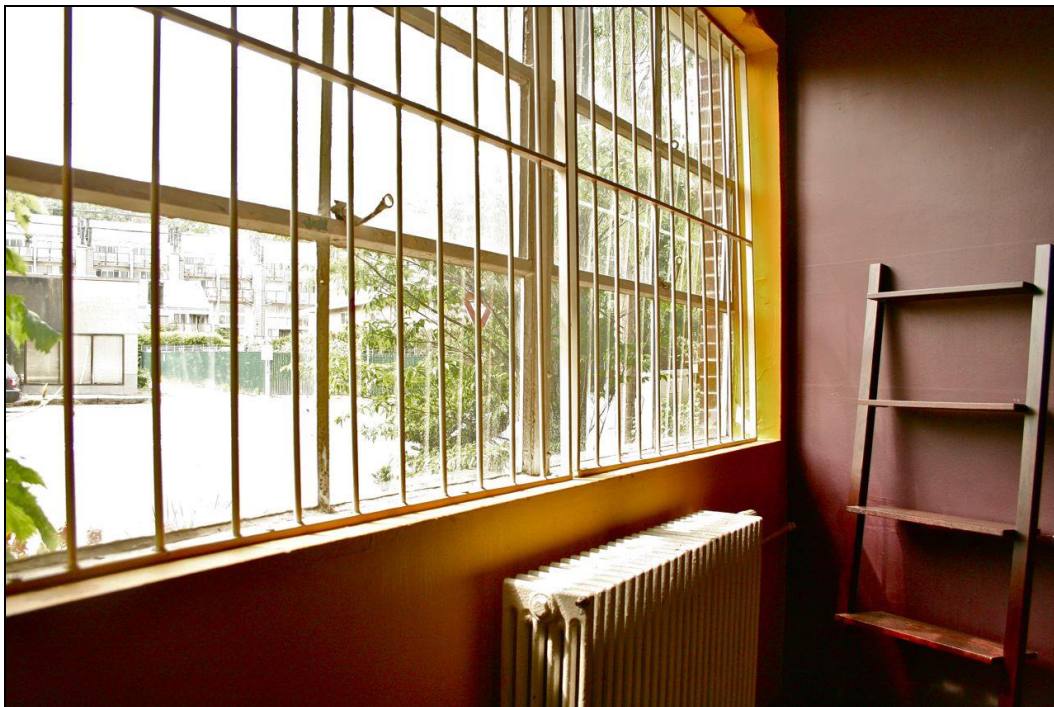


Photo by Megan Espinoza, 2010.

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Center Bay Interior: Hallway
(Second Floor)



Photo by Megan Espinoza, 2010.
South Wing Interior: Vault Door
(Second Floor)

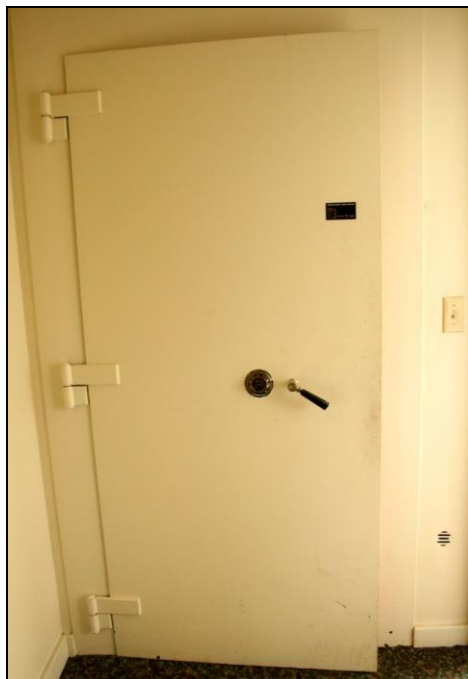


Photo by Megan Espinoza, 2010.

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South Wind Interior: Conference Room Partition
(Second Floor)



Photo by Megan Espinoza, 2010.

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Building 67: Garage

Site ID No: 15

Address: 7700 Sand Point Way NE
Plat/Block/Lot: N/A
King County Parcel Number: 0225049062
Classification: Historic, Non-Contributing
Style: Art Deco
Built: 1941
Architect: Unknown
Builder: Unknown

Description: This two-story, Art Deco–influenced, L-shaped building is sited between Sand Point Way NE and the former railroad spur. The nearest buildings are the Boiler Plant, the Engine Overhaul and Repair Shop, and the Storehouse (Building 5). A poured concrete foundation supports poured concrete and brick walls. The southernmost section of the building has a flat roof, while the northern sections have a small gable and a hip-on-flat roof.

Alterations: Alterations include the addition of a rock-climbing wall along the southeast side and modifications to the entrances in the southwest walls. All windows have been replaced. Alterations also include heavy timber canopy and in-fill of garage door openings. The building remains overall in good condition following the recent rehabilitation.

Historic Context: Built in 1941, Building 67 functioned as a repair garage for the naval air station. More recent uses included a motor pool, offices, and vehicle repair. The building recently underwent rehabilitation for adaptive re-use as the headquarters for the Mountaineer's.

North Facade

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Photo by Artifacts Consulting, Inc., 2009.

West Facade



Photo by Artifacts Consulting, Inc., 2009.

West Facade

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Photo by Artifacts Consulting, Inc., 2009.

South Facade



Photo by Artifacts Consulting, Inc., 2009.

East Facade

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Photo by Artifacts Consulting, Inc., 2009.

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Building 12: Boiler Plant

Site ID No: 16

Address: 7737 62nd Avenue NE
Plat/Block/Lot: N/A
King County Parcel Number: 0225049062
Classification: Historic Contributing
Style: Vernacular/Industrial
Built: 1930; Addition 1942
Architect: Unknown
Builder: Unknown

Description: This utilitarian building is irregular in plan. The building has a two-story volume in order to accommodate the tall boilers used in the past. Situated at the north end of the district, west of Building 2, the Boiler Plant is oriented to the south. A poured concrete foundation supports exposed structural brick walls. A parapet wraps the flat roof, which is constructed of steel I-beams supporting a concrete slab. Ornamentation is limited to a soldier course wrapping the upper third of the walls, just above the original upper windows. Symmetry and three slightly recessed wall panels mark the south facade as primary.

The interior features an open plan within the main volume and an enclosed, smaller northwest volume for accommodating a vehicle. Within the main volume a steel panel and steel sash re-lite enclosed space provided office facilities for crews stationed at the boiler plant. Narrow steel doors with four lites provide access to this space. Several massive boilers and related equipment occupy the rest of the volume. Massive wood double-doors provide access to the northwest space. Each door features twelve upper lites with a recessed wood panel below. Twelve lite transoms span above each door leaf. Steel sash multiple-lite windows provide day lighting to interior spaces. The interior has been described as a time capsule with logbooks still open and artifacts in place.

Alterations: Alterations include 1942 additions to the west and north sides, nearly doubling the footprint and making the original rectangular plan irregular. Contemporary fluorescent fixtures illuminate interior spaces. The building remains overall in fair condition with some biological growth along the south facade. Interior brick surfaces have been painted with fire retardant aluminum paint. Alterations also painted the steel panels and re-lites forming the office space.

Historic Context: Built in 1930 with additions in 1942, the Boiler Plant served as the central steam plant for the naval air station. It is also known as Central Heating Plant or Central Steam Plant. During World War II, bomb protection was added to the Boiler Plant, including sandbags and post-and-beam shield walls around the outside. Two additional boilers were installed in 1938. The 1942 additions changed at least one boiler and added two engine generators. In 1972, the Navy removed the old fuel oil system and installed automatic electric gas pilots. A 10,000-gallon oil tank was removed in the late 1990s.

North Facade

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Photo by Artifacts Consulting, Inc., 2009.

West Facade



Photo by Artifacts Consulting, Inc., 2009.

Karen Gordon
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South Facade



Photo by Artifacts Consulting, Inc., 2009.

East Facade



Photo by Artifacts Consulting, Inc., 2009.

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Building 119: Dope Storage

Site ID No: 17

Address: N/A
Plat/Block/Lot: N/A
King County Parcel Number: 0225049062
Classification: Historic Contributing
Style: Vernacular/Military
Built: 1939-1943
Architect: Unknown
Builder: Unknown

Description: The building sits just south of Building 2, Assembly & Repair. The compact, brick building features a concrete shed roof. A concrete foundation supports the brick walls. Brick are laid up in a running bond as a veneer over and interior structural frame. A flush panel metal door on the west facade provides access. Several large ventilation fans are on the roof. The building is separated by a narrow space from Building 2. The building remains overall in fair condition.

Historic Context: Built between 1939 and 1944, this structure was used for the storage of aircraft dope which was plasticized lacquer applied to aircraft fabric. The Dope Storage building was sited near the Assembly & Repair building for easy access. The building is separate for fire safety purposes. Applying dope to aircraft was part of the assembly process. The building is vacant.

North Facade



Photo by Megan Espinoza, 2010.

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#1

West Facade



Photo by Megan Espinoza, 2010.

South Facade



Photo by Megan Espinoza, 2010.

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East Facade



Photo by Megan Espinoza, 2010.

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Building 299: Inflammable Stores Building

Site ID No: 18

Address: N/A
Plat/Block/Lot: N/A
King County Parcel Number: 0225049062
Classification: Historic, Non-Contributing
Style: Modern
Built: 1949
Architect: Unknown
Builder: Unknown

Description: This single-story, utilitarian building has a rectangular footprint and is sited to the west of Building 2, oriented to the east. A flat roof covers painted concrete masonry unit (CMU) block walls. Entrances are found on the north, east, and south facades. Windows are wood casements. The building remains overall in fair condition.

Historic Context: Built in 1949, Building 299 is one of the later structures constructed at the naval air station. The building housed flammable materials safely.

North Facade



Photo by Artifacts Consulting, Inc., 2009.

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West Facade



Photo by Artifacts Consulting, Inc., 2009.

South Facade

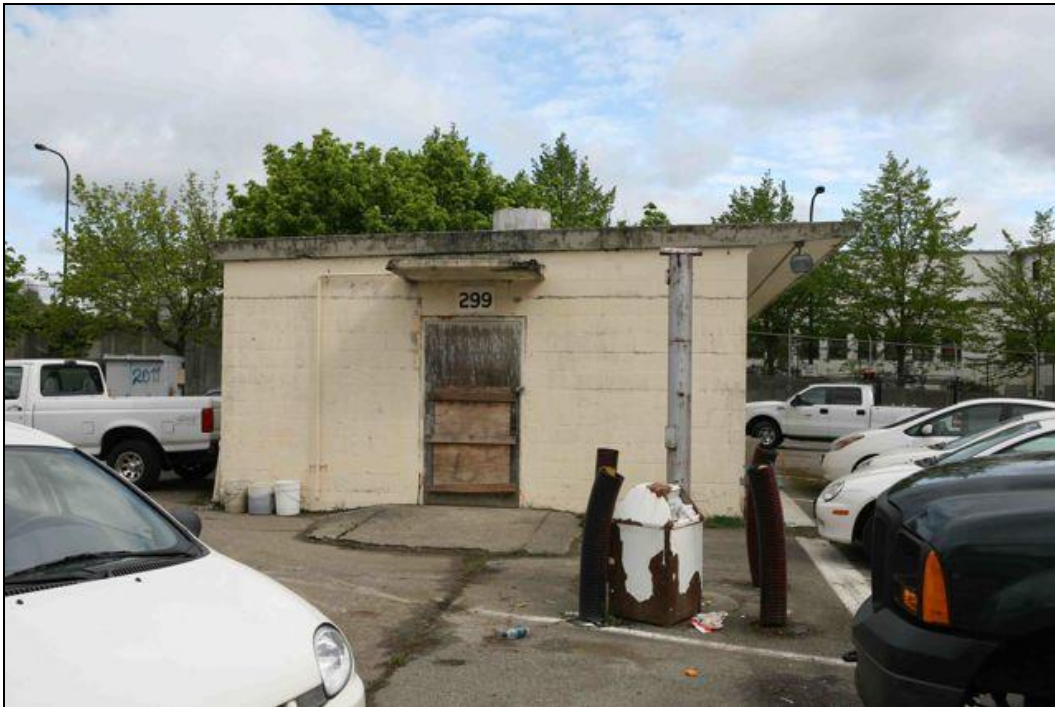


Photo by Artifacts Consulting, Inc., 2009.

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#1

East Facade



Photo by Artifacts Consulting, Inc., 2009.

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Building 2: Assembly and Repair Shop

Site ID No: 19

Address: 7727 63rd Avenue NE
Plat/Block/Lot: N/A
King County Parcel Number: 0225049062
Classification: Historic Contributing
Style: Art Deco
Built: 1929; Addition between 1939 and 1944
Architect: Unknown
Builder: Unknown

Description: This large building is situated towards the north end of the district, across 63rd Avenue NE from another hangar (Building 32) to the east. Three main sections comprise this complex building: a northern two-story volume, a central multi-story volume hangar, and a southern one-story addition. The northern section contains the oldest portion of the complex and exhibits a more vernacular/military stylistic character. Originally, the shop oriented to the east with a T-plan capped by a monitor roof. Structural brick walls were laid in a common bond pattern and rise from a poured concrete foundation that forms both the northern and southern sections. The southern section has a flat roof and parapet. A low-rise gable roof caps the hangar, which is clad with metal siding. Original steel and glass doors are intact for the entire building, as are the large industrial windows along the sides of the hangars and at the clerestory level. These windows provide extensive day lighting to the interior spaces. The front, east walls of the main hangar volume feature stylized wing detailing across the upper, central portion. Massive concrete towers into which the tall hangar doors slide contribute to the front facade's imposing composition. The older north hangar features smaller brick towers for receiving the sliding hangar doors. These towers integrate into the sloped roofline of the hangar.

Windows in the north and south brick sections consist of steel sash multiple-lite units. Each window opening features a steel lintel supporting soldier course brick header. Upper story openings feature a cast stone lug sill. The project concrete base along the building's lower portion forms a continuous sill beneath the first story windows. Within each window assembly two six-lite sash open on a pivot mechanism to provide ventilation for interior spaces.

Entrances at the north portion's back, west side consists of two sets of large doors for moving equipment into and out of the building. The lower set feature solid lower panels with twelve lites in the upper portions. The second, tall set of doors opens directly above the lower set. A projecting steel beam at the top of these multiple-lite wood doors allowed heavy equipment and parts to be moved in and out onto trucks. Tall metal doors and smaller personnel doors provide access into and out of the building's south portion.

Roofs over both the north portion and the central main hangar feature monitor roofs. The south section features a shed roof with brick parapets along the east and west sides.

Interior: The interior consists of two large (north and south) hangar volumes with facility and storage space between them and around the north and west end of the smaller north hangar volume. Exposed riveted-steel framing carrying the massive steel roof trusses dominate the building's interior visual character. Diagonal bracing between the vertical steel posts along the outer walls of the hangars provides lateral bracing. Upper mezzanine level offices overlook the two hangar volumes. Wood decking carried on wood joists spanning between steel I-beams provides the flooring for these mezzanine levels.

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Alterations: Alterations to the original T-plan brick building include a brick north addition, the hangar to the south, and the southern brick addition, all completed between 1939 and 1944. The hangar addition's main east facade exhibits the strongest Art Deco stylistic influences. On the west facade of the northern section, one of three triple tier wood windows is extant; the flanking windows were in-filled with brick below the top tier, which upgraded to steel framing during the period of significance. The building remains overall in fair condition.

Historic Context: Built in 1929, the Assembly & Repair Shop (Building 2) is the oldest extant structure in the district. It was part of the original 1927 development plan for the naval air station. The original Overhaul Shop (as it was known) was constructed for about \$118,700 and built as a place to overhaul plane engines. An addition was constructed between 1939 and 1944. By 1944, the name had changed to Assembly & Repair Shop. Aircraft assembly and repairs took place in the shop. The building currently contains office and shops for a job-training program, Seattle Conservation Corps, and indoor participation sports, Arena Sports, in the open hangar areas. Control mezzanine areas are vacant.

North Facade



Photo by Artifacts Consulting, Inc., 2009.

North Facade

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Photo by Artifacts Consulting, Inc., 2009.

West Facade



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West Facade



Photo by Artifacts Consulting, Inc., 2009.

South Facade



Photo by Artifacts Consulting, Inc., 2009.

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South Facade Window Detail



Photo by Artifacts Consulting, Inc., 2009.

East Facade



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East Facade



Photo by Artifacts Consulting, Inc., 2009.

East Facade



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Photo by Artifacts Consulting, Inc., 2009.

East Facade: Hangar Parapet Detail



Photo by Lynn Ferguson, 2010.

North Hangar Interior
(Northern Two-Story Section)



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Photo by Megan Espinoza, 2010.

North Hangar Interior
(Northern Two-Story Section)



Photo by Megan Espinoza, 2010.

North Hangar Interior: Hangar Doors
(Northern Two-Story Section)

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Photo by Megan Espinoza, 2010.
North Hangar Interior: Hangar Door Wheel Mechanism
(Northern Two-Story Section)



Photo by Megan Espinoza, 2010.
Central Multi-Story Hangar Interior

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Photo by Megan Espinoza, 2010.

Central Multi-Story Hangar Interior

(Looking towards former shooting range that separates the large and small hangars.)



Photo by Megan Espinoza, 2010.

Central Multi-Story Hangar Interior: Hangar Doors

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Photo by Megan Espinoza, 2010.

Central Multi-Story Hangar Interior: Hangar Door Wheel Mechanism



Photo by Megan Espinoza, 2010.

Central Multi-Story Hangar Interior: Side Doors
(Doors lead to rooms located in the One-Story Addition.)

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Photo by Megan Espinoza, 2010.
One-Story Addition Interior: Bathroom



Photo by Megan Espinoza, 2010.

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Building 407: Hazardous Waste Storage

Site ID No: 20

Address: N/A
Plat/Block/Lot: N/A
King County Parcel Number: 0225049062
Classification: Non-Historic, Non-Contributing
Style: Vernacular/Industrial
Built: 1989
Architect: Unknown
Builder: Unknown

Description: The structure is located west of Building 2, Assembly & Repair. A chain link fence surrounds the open shelter, and thin metal columns rise from a poured concrete foundation to support a flat metal roof.

Historic Context: Built in 1989, this structure stored containerized hazardous waste on site. Currently, the building is used by Seattle Conservation Corps for outdoor storage.

South and East Facades



Photo by Artifacts Consulting, Inc., 2009.

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#1

Building 11: Shop and Office Building, Public Works

Site ID No: 21

Address: 7777 62nd Avenue NE
Plat/Block/Lot: N/A
King County Parcel Number: 0225049062
Classification: Historic Contributing
Style: Vernacular
Built: 1938; Additions between 1939 and 1944
Architect: Unknown
Builder: Unknown

Description: This single-story building has an irregular footprint and is sited in the northwest corner of the district, near Lake Washington and Building 27 Seaplane Hangar. Fenestration patterns and use of brick exhibit influences consistent with the stylistic treatment of both Art Deco and Colonial Revival resources within the district. The original small footprint quickly grew, surrounding the Torpedo Shop (Building 20) on three sides and extending farther north. There is a parking area along the east side. A poured concrete foundation supports a poured concrete structure with brick veneer cladding and a flat roof on all sections. A few areas of exterior wall exhibit Navy-era (1985) corrugated metal cladding. Original doors are intact. Windows are multi-lite steel sash with center pivot portions. The building consists of three main portions: south (a short predominately single-story facility with a two-story extension composed of multiple smaller spaces), central (a massive single story facility with an open interior volume that abuts the south and west sides of Building 20), and the north (a large two-story facility composed of large ground floor utilitarian spaces with multiple smaller upper floor spaces and abuts the north side of Building 20).

The south portion features bricks that lay in a running bond over an internal structural frame. A poured-concrete foundation wall runs along the base of the walls. Window openings penetrate the walls at regular intervals. Windows consist of large twenty-lite steel sash units. Each features a central six-lite pivoting sash for ventilation. A steel lintel supports the brickwork above with weathered rowlock brick sills beneath. Cast stone coping runs along the parapet. Two, stepped single-story volumes extend west off the backside of the main south portion volume. Recessed entrances provide access to this portion. Interior framing consists of steel columns with modest decorative capitol moldings carrying beams to allow relatively open floor plans within the building. A stairway provides access to the second story extension.

The central portion features a brick running bond pattern, which lies over an internal structural frame. Window openings penetrate the walls at regular intervals. The wood sash windows consist of groupings of three window units separated by mullions. Each window unit features an upper six-lite sash with a lower tall twelve-lite casement sash. Wood brick molding wraps around the window frame/brick juncture. A wood slip sill extends partially over the brick sill. Tall wood panel doors with multiple lites provide access to the building off the west side. These doors accommodated the movement of equipment and supplies. Their design replicated the general patterns of the windows. Smaller personnel doors feature three recessed lower vertical panels with six upper lites. A twelve lite transom surmounts the doorway. Shorter and wider service doors also served the building. These replicated the general proportions of the personnel doors on a larger scale. Each leaf of this double-door system featured two recessed lower panels with eight lites above. A massive steel I-beam spanned the opening. A smaller personnel door let into one of the larger leafs provided personnel access without opening the massive doors. Brick molding extends around the frame/wall juncture of all three door types.

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Cast stone coping runs along the parapet. The west facade of the central portion featured a large roll-up overhead wood garage door with multiple lites. Interior framing consists of massive steel beams running east/west supported one steel I-beam columns. These beams carry steel purlins supporting the roof decking.

The north portion features a two-part composition. The majority of the lower story consists of brick laid in a running bond pattern over an internal structural frame. The upper story and north end of the first story features corrugated metal cladding (1985). The entire north portion features regularly spaced window openings and doorways at grade. All windows in this portion are steel sash. Windows along the first story consist of large twenty-lite units in single and paired groupings. The central six lites of these windows open for ventilation. Each window opening features a rowlock brick sill with a flat steel lintel supporting the brick above the opening. Upper story windows consist of paired fifteen-lite units with a slender mullion between units. The upper-central six lites of each unit operate as awning type windows for ventilation (on the north and east facades the operable sash is in the lower-central portion). Additional single six-lite units run along the facade. These feature operable upper six-lite awning sash within the unit for ventilation. The north facade also features horizontal ten-lite units with the middle six lites being operable and two tall six lite units with the lower four lites being operable.

Doors in the north portion consist of wood service doors similar to those in the central portion. These units consist of four leafs, with two leafs accordion hinged to allow a folding door assembly. Thus the central two leafs can be opened, or all four leafs folded back, depending upon the size of equipment or materials being moved through the doorway. Each leaf features a lower recessed panel with four upper lites. Personnel doors along the west and east sides consist of wood doors with a lower panel and upper six lites surmounted by a six-lite transom. The north end of this portion features single leaf personnel doors having a lower recessed wood panel with six upper lites. Large eighteen-lite roll-up overhead garage doors with twelve lower panels provided vehicle access to the building interior. Each door featured a three-panel personnel door within the roll-up door. A pair of tall, side-hinged, paneled garage doors provided access for tall vehicles and equipment into the building. The north leaf featured an inset personnel door. Both leafs featured twelve upper lites over six lower panels. A recessed loading bay between the central and north portions opens to the east and provides direct access to the internal freight elevator within the north portion.

Interior: Interior spaces vary according to portion. The north upper floor and south end feature main north/south hallways with rooms opening to either side. The central portion and lower north portion is access directly from the east and west into the various rooms. The south portion features wall-to-wall carpeting and other resilient floor finishes. A simple baseboard and cornice molding wraps the walls. Acoustical tile is used for the finished ceiling. Radiators recess into the walls below windows. Window openings feature flat stools.

The lower floor of the central portion features exposed ceiling framing and walls with a concrete floor. These utilitarian areas feature sparse finishes. The upper floor of the central portion features linoleum tile floors with rubber baseboard, sheet rock walls and a drop ceiling. Contemporary flush panel doors open to spaces on either side of the double-loaded corridor. Ceilings in the perimeter spaces feature exposed wood beams, joists and roof decking, all painted. The structure of the outer walls is exposed concrete, painted. Windows feature simple wood casings and stools. Spaces feature utilitarian wood flooring. Added vertical board walls separate the central portion from the north portion at the upper floor.

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The lower floor of the north portion features exposed ceiling framing and walls with a concrete floor. These utilitarian areas feature sparse finishes. The upper floor of the north portion features an exposed wood frame structure of diagonal sheathing and wood studs behind the exterior corrugated metal. These spaces exhibit wood flooring with exposed wood beams, joists and roof decking. The main corridor features wood flooring, contemporary rubber base, sheet rock walls and a drop ceiling.

Direct flight wood stairways provide access between the upper and lower floors. A stair at the north end provides additional egress and access service. A freight elevator accommodates the movement of equipment and supplies between floors. Contemporary fluorescent and utilitarian electric lighting fixtures illuminate interior spaces. Exposed conduit runs throughout these areas.

Alterations: Alterations include the incremental additions, and the internal modifications including finishes and partition wall additions and relocations between interior spaces. The building remains overall in fair condition.

Historic Context: Built in 1938, Building 11 began as a small office for the Navy's Public Works staff. By 1944, the building expanded substantially and housed a repair shop in addition to offices for Public Works. A variety of small businesses and artist studios occupy the majority of the building. The south end remains vacant. The public library system utilizes ground floor space in the north portion for furniture repair work.

North Facade



Photo by Artifacts Consulting, Inc., 2009.

West Facade: North Portion

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#1



Photo by Artifacts Consulting, Inc., 2009.

West Facade: North Portion
(Door and Window Details)



Photo by Artifacts Consulting, Inc., 2009.

West Facade: Central Portion

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Photo by Artifacts Consulting, Inc., 2009.

West Facade: Central Portion
(Door Detail)

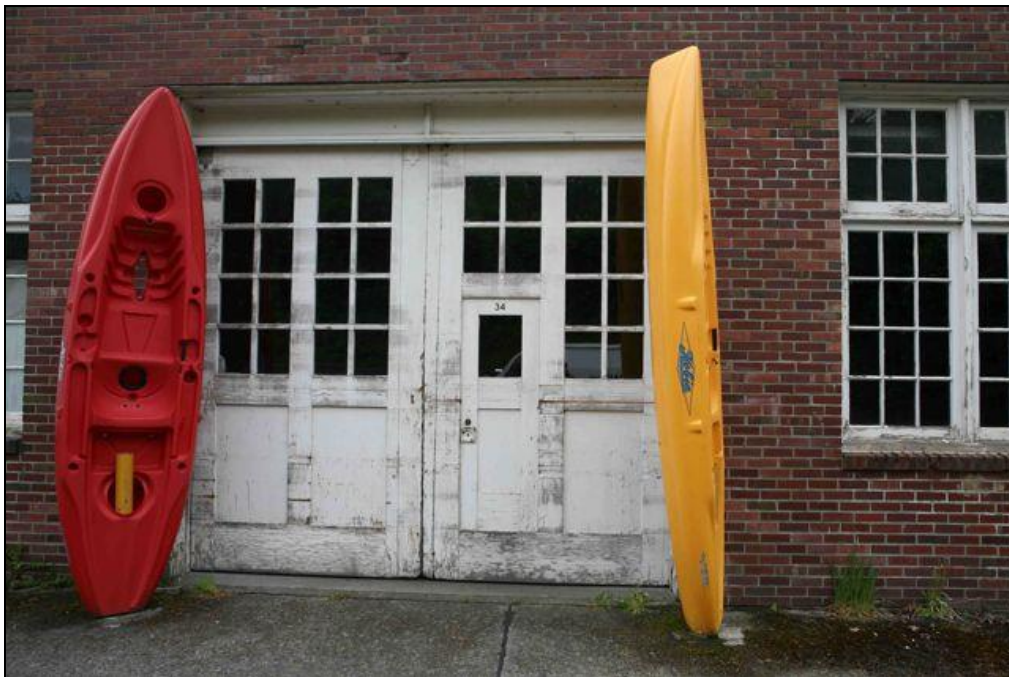


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West Facade: South Portion



Photo by Artifacts Consulting, Inc., 2009.

South Facade



Photo by Artifacts Consulting, Inc., 2009.

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East Facade: South Portion



Photo by Artifacts Consulting, Inc., 2009.

East Facade: South Portion
(Door Detail)



Photo by Artifacts Consulting, Inc., 2009.

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East Facade: Central Portion



Photo by Artifacts Consulting, Inc., 2009.

East Facade: Center Portion



Photo by Artifacts Consulting, Inc., 2009.

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East Facade: North Portion



Photo by Artifacts Consulting, Inc., 2009.

East Facade: North Portion
(Door, Window, Light Fixture Details)



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Photo by Megan Espinoza, 2010.

East Facade: North Portion



Photo by Artifacts Consulting, Inc., 2009.

**North Portion Interior
(First Floor)**



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Photo by Megan Espinoza, 2010.

North Portion Interior
(First Floor)



Photo by Megan Espinoza, 2010.

North Portion Interior
(Second Floor)

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Photo by Megan Espinoza, 2010.

**North Portion Interior
(Second Floor)**



Photo by Megan Espinoza, 2010.

Central Portion Interior

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#1

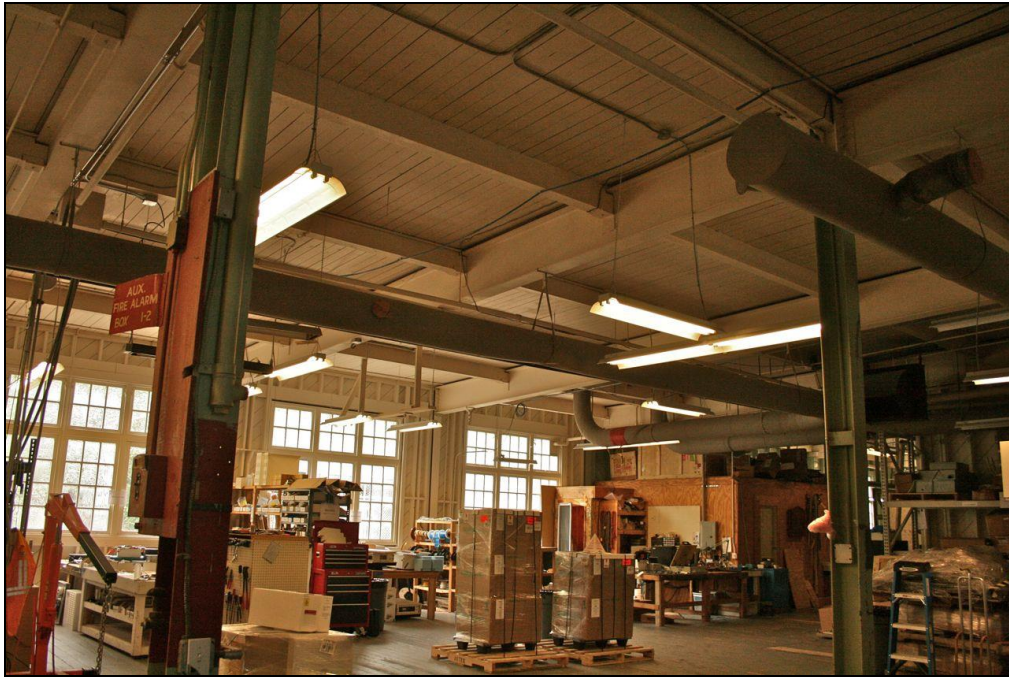


Photo by Megan Espinoza, 2010.

South Portion Interior

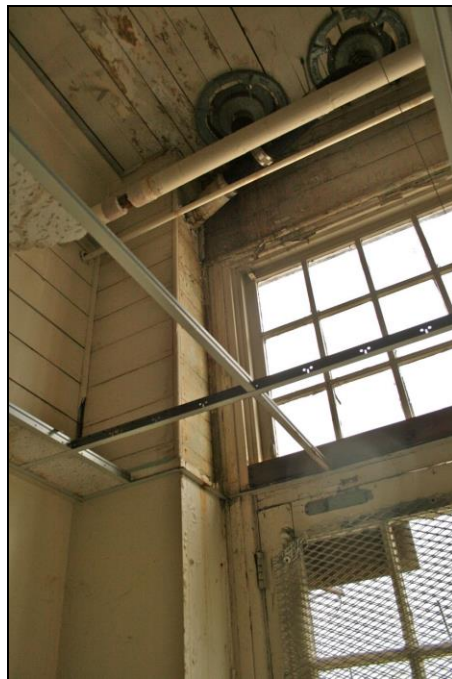


Photo by Megan Espinoza, 2010.

South Portion Interior: Entry Vestibule Detail

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May 27, 2015
#1



Photo by Megan Espinoza, 2010.

South Portion Interior



Photo by Megan Espinoza, 2010.

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#1

Building 20: Torpedo Shop

Site ID No: 22

Address: 7777 62nd Avenue NE
Plat/Block/Lot: N/A
King County Parcel Number: 0225049062
Classification: Historic Contributing
Style: Vernacular
Built: 1937
Architect: Unknown
Builder: Unknown

Description: This single-story, utilitarian shop has a rectangular plan and is sited in the northwest corner of the district. A poured concrete foundation supports a poured concrete structure with brick cladding and a flat roof with a parapet. The only exterior entrance is in the east facade, which is symmetrical, apart from the concrete loading platform and ramp. Windows, doors, downspouts, cladding, and loading platform/ramp are original features. Steel sash, multi-lite windows with center pivot sections flank the double wood doors. Doors have wood panels beneath multi-lite glazing. Copper leader heads and downspouts direct water from scuppers at either end of the east facade. Ornament is limited to a brick soldier lintel over the doorway and a soldier course above the windows, stretching the length of the building. Building 11 surrounds this former Torpedo Shop on three sides. Only the east facade is entirely visible. Windows consist of paired twenty-lite units having a slender mullion between windows. Each opening features a flat steel lintel and projecting lug sill. The central six lites on each window open for ventilation. Interior framing consists of exposed beams and purlins carrying the wood roof decking. The building remains overall in fair condition.

Historic Context: Built in 1937, Building 20 housed a torpedo shop for the naval air station. It was originally constructed as a freestanding building, but by 1944, it was engulfed by Building 11, the Shop and Office Building.

West Facade

Karen Gordon
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#1

(Between the Center and South Portions of Building 11)



Photo by Artifacts Consulting, Inc., 2009.

West and South Facades



Photo by Artifacts Consulting, Inc., 2009.

Interior

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#1

(Second Floor)



Photo by Megan Espinoza, 2010.

Interior: Vault Doors
(Second Floor)



Photo by Megan Espinoza, 2010.

Karen Gordon
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May 27, 2015
#1

Building 40: Paint Storage

Site ID No: 23

Address: N/A

Plat/Block/Lot: N/A

King County Parcel Number: 0225049062

Classification: Historic Contributing

Style: Vernacular

Built: 1940

Architect: Unknown

Builder: Unknown

Description: This single-story, rectangular storage building is located west of Building 11, Shop & Office Building, and Public Works. The poured concrete foundation supports a poured concrete frame. Exterior walls are painted concrete. There are entrances on the east and north sides. Original windows and metal doors are intact. The building remains overall in poor condition exhibiting extensive paint deterioration and broken windowpanes.

Historic Context: Built in 1940, Building 40 was used for paint mixing and paint storage.

North Facade



Photo by Artifacts Consulting, Inc., 2009.

Karen Gordon
DON Sand Point Landmark District Controls SUM ATT 1
May 27, 2015
#1

East Facade



Photo by Artifacts Consulting, Inc., 2009.

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Building 98: Gasoline Pump House

Site ID No: 24

Address: N/A

Plat/Block/Lot: N/A

King County Parcel Number: 0225049062

Classification: Historic Contributing

Style: Vernacular

Built: 1940

Architect: Unknown

Builder: Unknown

Description: This one-story, flat roofed, building is rectangular in plan and clad in brick. It located west of Building 11, Shop and Office Building, and Public Works. The building has two entrances (one with an original five-paneled wood door), and two window openings with metal grilles. The building remains overall in fair condition.

Historic Context: Built between 1939 and 1943, this structure was used to house gas pumps that provided gasoline for the naval air station.

North Facade



Photo by Artifacts Consulting, Inc., 2009.

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West Facade



Photo by Artifacts Consulting, Inc., 2009.

South Facade



Photo by Artifacts Consulting, Inc., 2009.

Karen Gordon
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East Facade

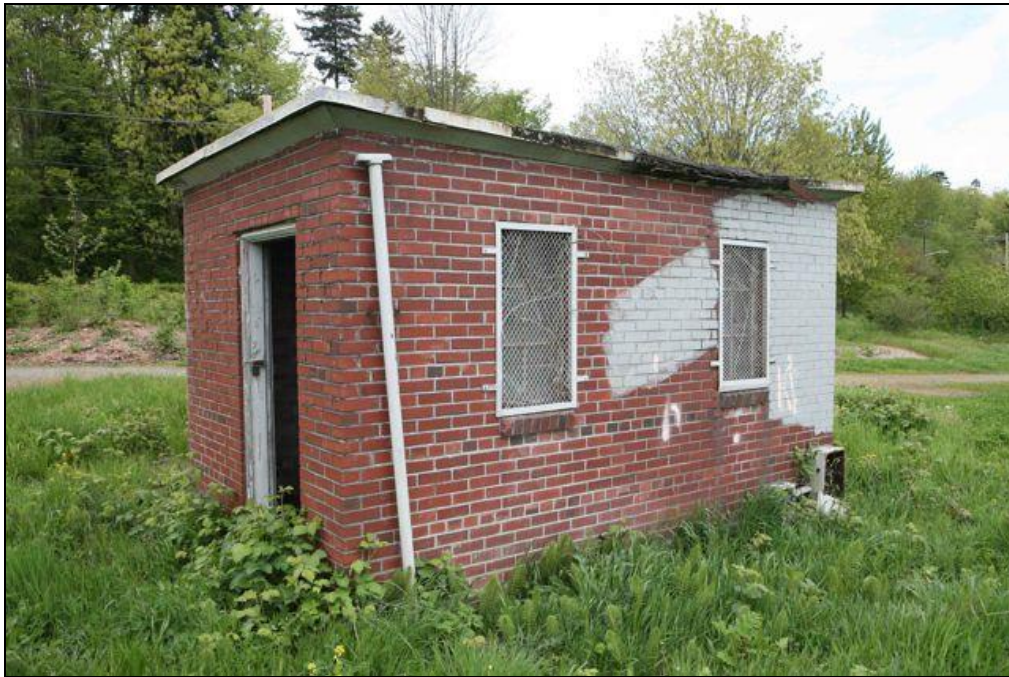


Photo by Artifacts Consulting, Inc., 2009.

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Tank Truck Loading Rack

Site ID No: 25

Address: N/A
Plat/Block/Lot: N/A
King County Parcel Number: 0225049062
Classification: Historic, Non-Contributing
Style: Vernacular
Built: 1939-1943
Architect: Unknown
Builder: Unknown

Description: This loading rack consists of a small ramp leading to a platform with posts at the four corners. Alterations removed significant portions of the uprights used for loading.

Historic Context: Built between 1939 and 1943, this structure was used to load tanks onto waiting trucks for transport. Due to the extent of alterations this structure is non-contributing.

North Facade



Photo by Megan Espinoza, 2010.

Karen Gordon
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May 27, 2015
#1

South Facade



Photo by Megan Espinoza, 2010.

East Facade



Photo by Megan Espinoza, 2010.

Karen Gordon
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Building 115: Tank Farm Repair & Storage

Site ID No: 26

Address: N/A
Plat/Block/Lot: N/A
King County Parcel Number: 0225049062
Classification: Historic Contributing
Style: Vernacular
Built: 1944
Architect: Unknown
Builder: Unknown

Description: The building is located west of Building 11, Shop & Office Building, and Public Works. This single-story building features a concrete foundation with load bearing brick exterior walls laid up in a Common bond. A flat roof with modest eaves shelters the interior spaces. Two, single-leaf, six-panel wood doors provide access to the building interior. Both are elevated for receiving equipment off truck beds. A metal ladder provides access from grade to these doorways. Wood bumpers mounted to the concrete foundation run beneath each doorway. Overhead I-beams for hoisting and moving heavy machinery project out the doorways. The building remains overall in fair condition.

Historic Context: Built in 1944, this structure was used to house equipment for the repair of pumps and tanks employed at the tank farm located to the west, as well as the storage of related spare parts and equipment. The building is vacant.

North Facade



Photo by Artifacts Consulting, Inc., 2009.

Karen Gordon
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May 27, 2015
#1

West Facade



Photo by Artifacts Consulting, Inc., 2009.

South Facade



Photo by Artifacts Consulting, Inc., 2009.

Karen Gordon
DON Sand Point Landmark District Controls SUM ATT 1
May 27, 2015
#1

East Facade



Photo by Artifacts Consulting, Inc., 2009.

Karen Gordon
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Building 275: Shelter & Storage

Site ID No: 27

Address: N/A
Plat/Block/Lot: N/A
King County Parcel Number: 0225049062
Classification: Historic Contributing
Style: Modern
Built: 1945
Architect: Unknown
Builder: Unknown

Description: This one-story structure is rectangular in plan and rises from a poured concrete foundation. Its shed roof has a wide overhang on the front facade. The structure is clad in drop siding and its window and door openings are boarded over with the exception of one side door. The building is located at the far northwest corner of the district. The building remains overall in fair condition.

Cultural Data: Built in 1945, this structure was used as place for shelter and storage at the naval air station. The building is currently vacant.

North Facade



Photo by Megan Espinoza, 2010.

Karen Gordon
DON Sand Point Landmark District Controls SUM ATT 1
May 27, 2015
#1

West Facade



Photo by Megan Espinoza, 2010.

South Facade



Photo by Megan Espinoza, 2010.

Karen Gordon
DON Sand Point Landmark District Controls SUM ATT 1
May 27, 2015
#1

East Facade



Photo by Megan Espinoza, 2010.

Karen Gordon
DON Sand Point Landmark District Controls SUM ATT 1
May 27, 2015
#1

Building 116: Sewage Pump House

Site ID No: 28

Address: N/A
Plat/Block/Lot: N/A
King County Parcel Number: 0225049062
Classification: Historic Contributing
Style: Vernacular
Built: 1939-1943
Architect: Unknown
Builder: Unknown

Description: This one-story, brick-clad, flat-roofed, structure is square in plan and rises from a poured concrete foundation. The only window in the structure is original, multi-lite, steel sash, center pivot. An entrance to the structure is on the north side facing Lake Washington. The building is located between Building 11, Shop & Office Building, Public Works and Building 31, Boathouse. The building remains overall in fair condition.

Historic Context: Built between 1939 and 1943, this structure was used to house pumps and equipment for pumping sewage. Sewage was most likely disposed into Lake Washington given its proximity to the lake. The building currently houses sewage pumps.

North Facade



Photo by Megan Espinoza, 2010.

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West and South Facades



Photo by Artifacts Consulting, Inc., 2009.

East Facade



Photo by Artifacts Consulting, Inc., 2009.

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#1

Building 31: Boathouse

Site ID No: 29

Address: N/A

Plat/Block/Lot: N/A

King County Parcel Number: 0225049062

Classification: Historic Contributing

Style: Vernacular

Built: 1938

Architect: Unknown

Builder: Unknown

Description: This single-story, rectangular building is located at the north end of the district on Lake Washington just north of the Building 11 Shop & Office Building, Public Works. The building is oriented north to south, with the main entrance on the east side. Wood pilings support the wood frame structure. A gable roof covers walls clad with drop siding, most of which is covered with T-1-11 or aluminum siding. Original siding is visible at the southeast corner and along the full west facade. Original boat slip openings remain visible along the west facade. Small boats are anchored to the pier and protected from the elements by the Boathouse.

Alterations: Alterations include the non-original cladding, minor changes to the windows, and a small addition at the north end of the building, and removal of a south portion. The building remains overall in fair condition.

Historic Context: Built in 1938, the Boathouse provided covered slips for boats and housed a crash boat rescue squadron. In more recent years, the Boathouse served as boat storage, repair, and offices. In 2005, a south portion of the building was removed to reduce over-water coverage for fishery habitat.

North Facade

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#1



Photo by Megan Espinoza, 2010.

West Facade

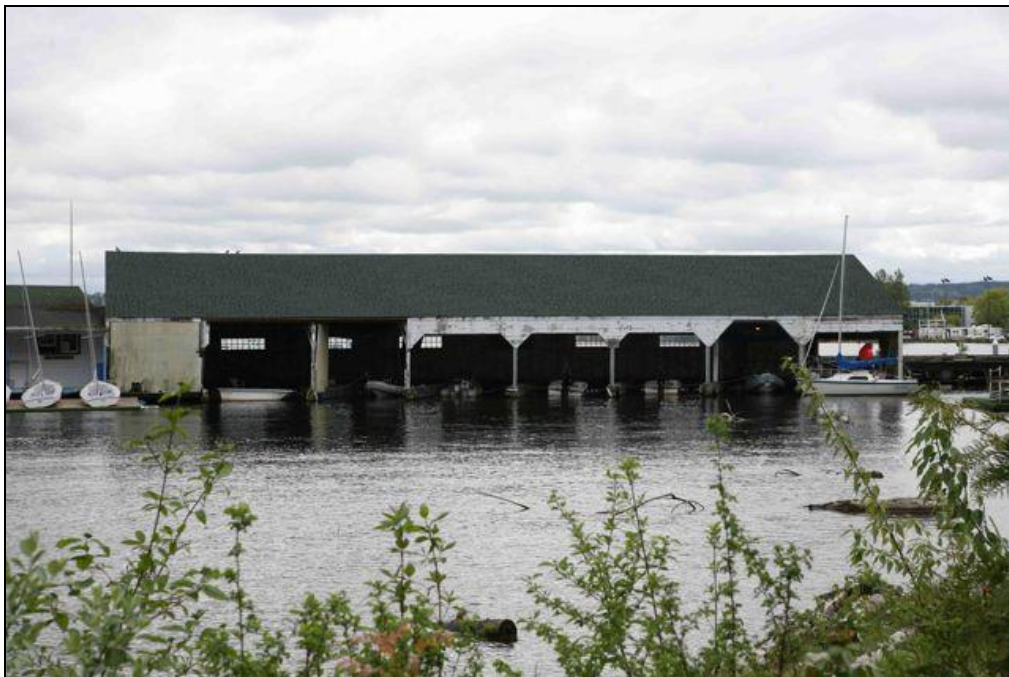


Photo by Artifacts Consulting, Inc., 2009.

West Facade

Karen Gordon
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#1

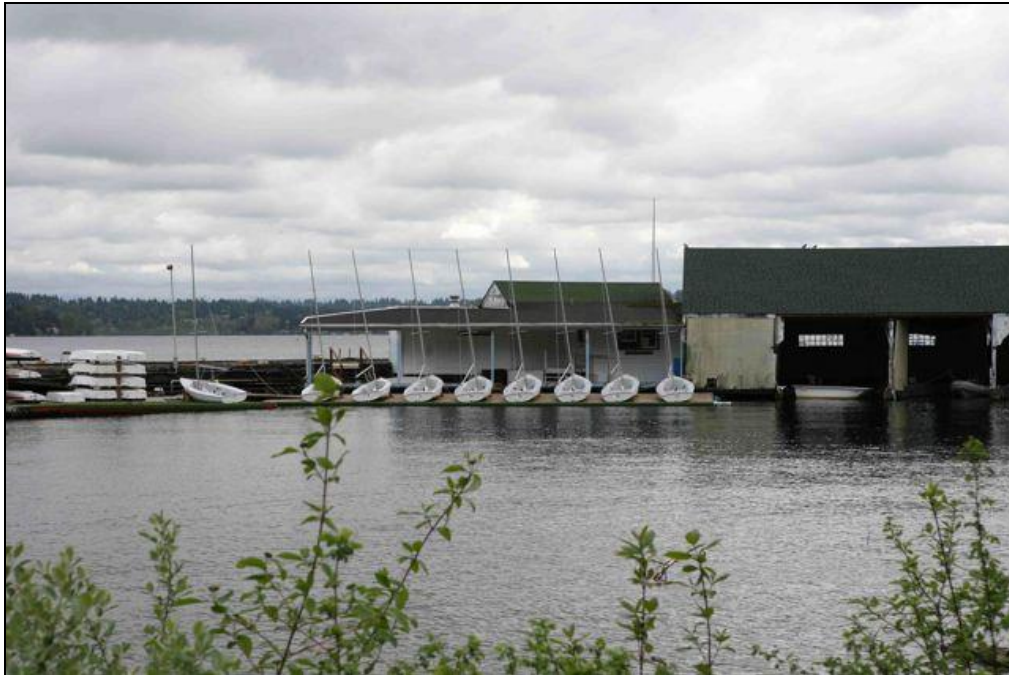


Photo by Artifacts Consulting, Inc., 2009.

South Facade



Photo by Megan Espinoza, 2010.

East Facade

Karen Gordon
DON Sand Point Landmark District Controls SUM ATT 1
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#1

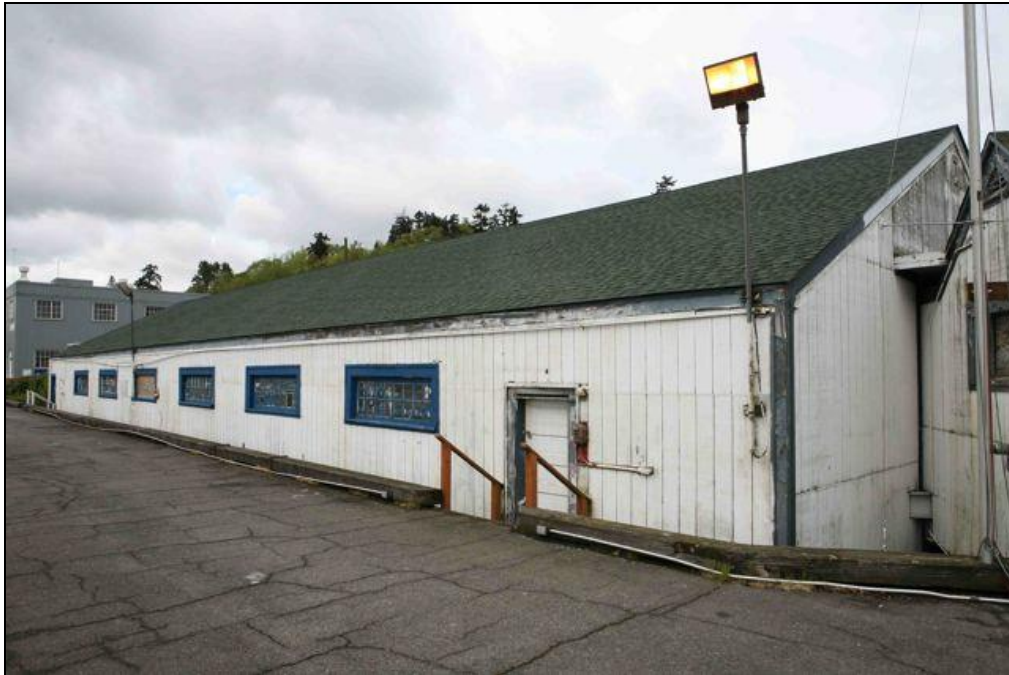


Photo by Artifacts Consulting, Inc., 2009.

East Facade



Photo by Artifacts Consulting, Inc., 2009.

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Pier No. 1

Site ID No: 30

Address: N/A
Plat/Block/Lot: N/A
King County Parcel Number: 0225049062
Classification: Historic Contributing
Style: N/A
Built: Between 1928 and 1937
Architect: Unknown
Builder: Unknown

Description: Pier No. 1 extends from the northwest corner of the district, just north of Building 11, Shop & Office Building, Public Works. The pier is adjacent to the east of the Boathouse (Building 31) on Pontiac Bay and continues at an angle to the northwest beyond the Boathouse. The pier has concrete ledges and an asphalt paved surface. Its pilings are not visible. The structure remains overall in fair condition.

Historic Context: Built between 1928 and 1937, Pier No. 1 replaced an earlier pier that was extant in 1927. The earlier pier extended farther out into Pontiac Bay on Lake Washington.

Pier Near Boathouse (Looking North)



Photo by Megan Espinoza, 2010.

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**End of Pier
(Looking North)**



Photo by Megan Espinoza, 2010.

Edge of Pier



Photo by Megan Espinoza, 2010.

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Building 26 South: Bachelor Officers' Quarters

Site ID No: 31

Address: 6801 62nd Avenue NE
Plat/Block/Lot: N/A
King County Parcel Number: 0225049064
Classification: Historic Contributing
Style: Colonial Revival
Built: 1939-1943
Architect: Unknown
Builder: Unknown

Description: This two-and-a-half story building occupies a rectangular footprint with an east to west orientation. Located south of almost identical section of the same original building, these two now-independent buildings are what remain of the Bachelor Officers' Quarters, between Sand Point Way NE and 62nd Avenue NE. There are main entrances on the west and east ends. A poured concrete foundation and structure support a gable roof with a parapet. Exterior walls are clad with brick veneer.

Alterations: Alterations include the addition of a new enclosed fire escape and replacement windows. The building remains overall in fair condition.

Historic Context: Ground was broken for the original Bachelor Officers' Quarters in August 1937, and construction was completed in 1938. The Naval Reserves were housed in the new building. The Commissioned Officers' Club was also located in this building. The north and south wings were added between 1939 and 1944. On May 11, 1990, the original center section of the building, which mostly housed the Commissioned Officers' Club, was destroyed by fire. The wings that housed the Junior Officers' Quarters sustained smoke and water damage. Cause of the fire was attributed to a cigarette left on a couch on the third floor. Renovated in 1999-2000, the building contains transitional housing for homeless families.

North Facade

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DON Sand Point Landmark District Controls SUM ATT 1
May 27, 2015
#1



Photo by Artifacts Consulting, Inc., 2009.

West Facade



Photo by Artifacts Consulting, Inc., 2009.

South Facade

Karen Gordon
DON Sand Point Landmark District Controls SUM ATT 1
May 27, 2015
#1



Photo by Artifacts Consulting, Inc., 2009.

South Facade



Photo by Artifacts Consulting, Inc., 2009.

East Facade

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Photo by Artifacts Consulting, Inc., 2009.

“Holiday” Tree: Southeast Lawn



Photo by Lynn Ferguson, 2010.

Karen Gordon
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Building 26 North: Bachelor Officers' Quarters
No: 32

Site ID

Address: 6831 62nd Avenue NE
Plat/Block/Lot: N/A
King County Parcel Number: 0225049064
Classification: Historic Contributing
Style: Colonial Revival
Built: 1939-1943
Architect: Unknown
Builder: Unknown

Description: This two-and-a-half story building occupies a rectangular footprint with an east to west orientation. Located north of an almost identical section of the same original building, these two now-independent buildings are what remain of the Bachelor Officers' Quarters, between Sand Point Way NE and 62nd Avenue NE. There are main entrances on the west and east ends. A poured concrete foundation and structure support a gable roof with a parapet. Exterior walls are clad with brick veneer. A copper gutter supported with wood brackets lines the north and south eaves. The west gable end parapet and south cross-gable parapet both have copper coping.

Alterations: Alterations include the removal of the east gable parapet, the addition of a new fire escape, some new brick and replacement windows. The building remains overall in fair condition.

Historic Context: Ground was broken for the original Bachelor Officers' Quarters in August 1937, and construction was completed in 1938. The Naval Reserves were housed in the new building. The Commissioned Officers' Club was also located in this building. The north and south wings were added between 1939 and 1944. On May 11, 1990, the original center section of the building, which mostly housed the Commissioned Officers' Club, was destroyed by fire. The wings that housed the Junior Officers' Quarters sustained smoke and water damage. Apparently a WPA historic mural was destroyed in the fire as well. Cause of the fire was attributed to a cigarette left on a couch on the third floor. Renovated in 1999-2000, the building contains transitional housing for homeless families.

Karen Gordon
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#1

North Facade



Photo by Artifacts Consulting, Inc., 2009.

West Facade



Photo by Artifacts Consulting, Inc., 2009.

Karen Gordon
DON Sand Point Landmark District Controls SUM ATT 1
May 27, 2015
#1

South Facade



Photo by Artifacts Consulting, Inc., 2009.

East Facade



Photo by Artifacts Consulting, Inc., 2009.

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Storage Shed

Site ID No: 33

Address: N/A
Plat/Block/Lot: N/A
King County Parcel Number: 0225049064
Classification: Non-Historic, Non-Contributing
Style: Vernacular
Built: Post 1966
Architect: Unknown
Builder: Unknown

Description: This single-story, utilitarian storage shed structure features a wood frame with side gable roof. Wood siding is used as cladding for the rear wall of the structure.

Historic Context: This utilitarian structure functions as a storage shed.

North Facade



Photo by Artifacts Consulting, Inc., 2009.

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#1

West Facade



Photo by Artifacts Consulting, Inc., 2009.

South Facade



Photo by Artifacts Consulting, Inc., 2009.

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#1

Building 224: Junior Officers' Quarters

Site ID No: 34

Address: 6940 62nd Avenue NE
Plat/Block/Lot: N/A
King County Parcel Number: 0225049066
Classification: Historic Contributing
Style: Modern
Built: 1944
Architect: Unknown
Builder: Unknown

Description: This three-story housing block occupies a U-shaped footprint. The horizontally emphasized massing, broad overhanging eaves, regular fenestration spacing, vertical brick massing flanking the main entrance, and low horizontal band of brick beneath the front facade windows comprise the principal architectural features. Sited east of Barracks (Building 9), south of the Recreation Center (Building 47), and north of the Commissioned Officers' Quarters (Buildings 330, 331, and 332), Building 224's main entrance is on the west side, along 62nd Avenue NE. Placement on a sloped site renders two stories above grade on the west side with a daylight story below-grade. A reinforced-concrete wall supports the building's wood frame superstructure. The front (west) facade features brick veneer base and water table. Brick veneer pilasters flank the main front entrance. The original painted, pressed cement-fiber board shingles clad the building. Windows penetrate the building's facades at regular intervals. Alterations replaced the original windows with contemporary units. The building features a flat roof with broad overhanging eaves. A single-story rear addition has T-1-11 siding and a flat roof. Exterior stairwells on the rear (east) side are constructed of wood.

Alterations: Alterations include the rear addition and replacement windows. The building remains overall in fair condition.

Historic Context: Built in 1944 during the height of World War II, Building 224 provided much needed additional housing for junior officers. The building was sited near existing quarters for other offices and enlisted personnel. Renovated in 1999-2000, the building contains transitional homeless housing for single adults (Santos Place).

North Facade

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Photo by Artifacts Consulting, Inc., 2009.

West Facade



Photo by Megan Espinoza, 2010.

West Facade: Main Entry

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Photo by Megan Espinoza, 2010.

West Facade



Photo by Megan Espinoza, 2010.

South Facade

Karen Gordon
DON Sand Point Landmark District Controls SUM ATT 1
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#1



Photo by Artifacts Consulting, Inc., 2009.

East Facade



Photo by Artifacts Consulting, Inc., 2009.

East Facade

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#1



Photo by Artifacts Consulting, Inc., 2009.

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Structure 69: Carport - Bachelor Officers' Quarters

Site ID No: 35

Address: N/A

Plat/Block/Lot: N/A

King County Parcel Number: 0225049067

Classification: Historic Contributing

Style: Streamlined Moderne

Built: 1939-1943

Architect: Unknown

Builder: Unknown

Description: This poured concrete carport structure is located east of 62nd Avenue NE, between the Officers' Tennis Courts and the extant wings of the Bachelor Officers' Quarters. Stretching north to south, the carport is open to the east and is characterized by horizontal streamlined ornament along the upper edge. The structure is built back into to the hillside. A large concrete turning area extends off the east side of the carport area. A central stairwell provides access between the parking and street levels. The structure remains overall in fair condition.

Cultural Data: Built between 1939 and 1943, Structure 69 provided covered parking for officers stationed at the naval air station.

North Facade



Photo by Artifacts Consulting, Inc., 2009.

Karen Gordon
DON Sand Point Landmark District Controls SUM ATT 1
May 27, 2015
#1

East Facade

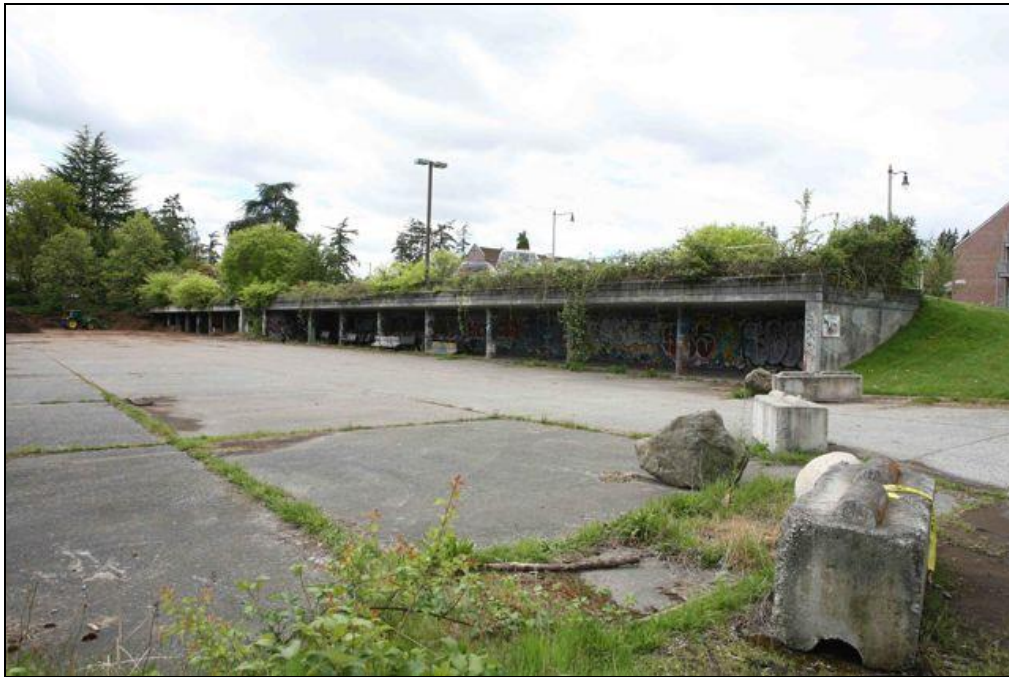


Photo by Artifacts Consulting, Inc., 2009.

Karen Gordon
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May 27, 2015
#1

Building 332: Married Officers' Quarters "C"

Site ID No: 36

Address: 6622 62nd Avenue NE
Plat/Block/Lot: N/A
King County Parcel Number: 0225049068
Classification: Historic Contributing
Style: Colonial Revival
Built: 1939
Architect: Unknown
Builder: Unknown

Description: This, two-story, Colonial Revival–style house is the southernmost of three similar buildings, at the south end of the district. The trio lines the east side of 62nd Avenue NE, forming a slightly curving arc north to south. Rectangular in plan, the house's main entrance is on the west side, from 62nd Avenue NE. A poured concrete foundation supports a wood frame clad with brick and wood siding, all capped by a hip roof. The brick veneer laid in a running bond pattern, is the cladding for the first story. Horizontal wood siding is the cladding for the second story. A prominent wood belt course wraps the building at the first/second story juncture. The wood cornice above the second story replicates the belt course profile. The frieze in both courses runs at window header height. Windows are the original wood sash, double-hung, fixed and casement units. Double-hung units consist of four-over-four sash. Fixed units range in lite count from twelve to sixteen. Casements feature three lites. Upper story window placement includes corner windows characteristic of mid-century stylistic preferences. Window lites exhibit horizontal form. A prominent brick chimney services the building. The chimney features decorative brick corbelling at the top with three clay tile chimney pots projecting above.

Alterations: Second floor bedrooms were divided. The fireplace was boarded up and the laundry chute removed. The garage is used as a recreation room. The building remains overall in fair condition.

Historic Context: Built in 1939 to house married, commissioned officers, Building 332 (one of three similar houses) is typical of the style of residences popular at the time (Colonial Revival). This row of houses would have fit in a residential neighborhood. All military bases from earlier eras contained senior commissioned officers' quarters, which set them apart from more junior officers and enlisted personnel. Renovated in 2000, the building contains transitional housing for homeless youth (Youth Care Passages House).

Historic Photo: Construction, 1939

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#1

(From Left to Right: Bldg 332, 331, 330)



Construction of the Officer's Quarters. Photo Source: University of Washington Special Collections, Image No. SEA2801.

North and West Facades



Photo by Artifacts Consulting, Inc., 2009.

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#1

West Facade



Photo by Artifacts Consulting, Inc., 2009.

South Facade



Photo by Artifacts Consulting, Inc., 2009.

Karen Gordon
DON Sand Point Landmark District Controls SUM ATT 1
May 27, 2015
#1

East Facade



Photo by Megan Espinoza, 2010.

Karen Gordon
DON Sand Point Landmark District Controls SUM ATT 1
May 27, 2015
#1

Building 331: Married Officers' Quarters "B"

Site ID No: 37

Address: 6610 62nd Avenue NE
Plat/Block/Lot: N/A
King County Parcel Number: 0225049069
Classification: Historic Contributing
Style: Colonial Revival
Built: 1939
Architect: Unknown
Builder: Unknown

Description: This, two-story, Colonial Revival-style house is flanked by two similar buildings, at the south end of the district. The trio lines the east side of 62nd Avenue NE, forming a slightly curving arc north to south. Rectangular in plan, the house's main entrance is on the west side, from 62nd Avenue NE. A poured concrete foundation supports a wood frame clad with brick and wood siding, all capped by a hip roof. The brick veneer laid in a running bond pattern, is the cladding for the first story. Horizontal wood siding is the cladding for the second story. A prominent wood belt course wraps the building at the first/second story juncture. The wood cornice above the second story replicates the belt course profile. The frieze in both courses runs at window header height. Windows are the original wood sash, double-hung, fixed and casement units. Double-hung units consist of four-over-four sash. Fixed units range in lite count from twelve to sixteen. Casements feature three lites. Upper story window placement includes corner windows characteristic of mid-century stylistic preferences. Window lites exhibit horizontal form. A prominent brick chimney services the building. The chimney features decorative brick corbelling at the top with three clay tile chimney pots projecting above.

Alterations: Bedrooms were divided on the second floor. The fireplace is boarded over and the laundry chute removed. The building remains overall in fair condition.

Historic Context: Built in 1939 to house married, commissioned officers, Building 331 (one of three similar houses) is typical of the style of residences popular at the time (Colonial Revival). This row of houses would have fit in a residential neighborhood. All military bases from earlier eras contained senior commissioned officers' quarters, which set them apart from more junior officers and enlisted personnel. Renovated in 2000, the building contains transitional housing for homeless youth (Youth Care Pathways House).

Driveway Between Building 332 and 331

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Photo by Artifacts Consulting, Inc., 2009.

North and West Facades



Photo by Artifacts Consulting, Inc., 2009.

West Facade

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Photo by Megan Espinoza, 2010.

West and South Facades



Photo by Artifacts Consulting, Inc., 2009.

Karen Gordon
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#1

Building 330: Married Officers' Quarters "A"

Site ID No: 38

Address: 6524 62nd Avenue NE
Plat/Block/Lot: N/A
King County Parcel Number: 0225049070
Classification: Historic Contributing
Style: Colonial Revival
Built: 1939
Architect: Unknown
Builder: Unknown

Description: This, two-story, Colonial Revival–style house is the southernmost of three similar buildings, at the south end of the district. This is the largest of the three houses. The other related units, 331 and 332, are arranged in a slightly curving arc to the north. Rectangular in plan, the house's main entrance is on the west side, facing 62nd Avenue NE. A poured concrete foundation supports a wood frame clad with brick and wood siding, all capped by a side-gable roof. The brick veneer laid in a running bond pattern is the cladding for the first story. Horizontal wood siding is the cladding for the second story. A prominent wood belt course wraps the building at the first/second story juncture. The wood cornice above the second story replicates the belt course profile. The frieze in both courses runs at window header height. Windows are the original wood sash, double-hung, fixed and casement units. Double-hung units consist of four-over-four sash. Fixed units range in lite count from twelve to sixteen. Casements feature three lites. Upper story window placement includes corner windows characteristic of mid-century stylistic preferences. Window lites exhibit horizontal form. A prominent brick chimney located at the north end services the building. The chimney features decorative brick corbelling at the top with three clay tile chimney pots projecting above.

Alterations: Bedrooms have been divided. The fireplace is covered over. The garage is used as a recreation room and the laundry chute was removed. The building remains overall in fair condition.

Historic Context: Built in 1939 to house married, commissioned officers, Building 330 (one of three similar houses) is typical of the style of residences popular at the time (Colonial Revival). This row of houses would have fit in a residential neighborhood. All military bases from earlier eras contained senior commissioned officers' quarters, which set them apart from more junior officers and enlisted personnel. Renovated in 2000, the building contains transitional housing for homeless young women (Friends of Youth Harmony House).

North Facade

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#1



Photo by Megan Espinoza, 2010.

West Facade



Photo by Megan Espinoza, 2010.

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West and South Facades



Photo by Artifacts Consulting, Inc., 2009.

South Facade: Garage



Photo by Megan Espinoza, 2010.

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Overhead Walkway (Building 5)

Site ID No: 39

Address: N/A

Plat/Block/Lot: N/A

King County Parcel Number: 0225049071

Classification: Historic, Non-Contributing

Style: N/A

Built: 1943

Architect: Unknown

Builder: Unknown

Description: This overhead walkway/pedestrian bridge is constructed of steel with a wire railing and grated floor surface. An added door provides control for access through the bridge.

Alterations: The bridge features new pressure treated wood and steel structural and deck elements built upon the original foundation placement. The structure remains overall in fair condition.

Historic Context: This walkway functions as a pedestrian bridge that provides access from a surface parking area on the west side of the district to the east side of Building 5, the Storehouse.

Entrance Gate (Looking East)



Photo by Artifacts Consulting, Inc., 2009.

Connection With Building 5

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Photo by Artifacts Consulting, Inc., 2009.

Connection With Building 5



Photo by Megan Espinoza, 2010.

Walkway Support

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Photo by Megan Espinoza, 2010.

Walkway Support



Photo by Artifacts Consulting, Inc., 2009.

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#1

Loading Dock (Building 9)

Site ID No: 40

Address: 7102 62nd Avenue NE
Plat/Block/Lot: N/A
King County Parcel Number: 0225049071
Classification: Historic Contributing
Style: N/A
Built: Between 1939 and 1943
Architect: Unknown
Builder: Unknown

Description: This at grade structure rises immediately west of mess hall for Building 9. A secondary access road, branching off the main service road west of Building 9, creates an island out of the loading dock. The drop in grade along the secondary access road allows trucks to pull up alongside the loading dock. The loading dock consists of a poured concrete foundation, dock stairs, and low retaining walls. Oriented along a north/south axis the structure features curved north and south ends. The structure remains overall in fair condition.

Historic Relevance: Built between 1939 and 1943, the structure functioned as the main receiving facility for supplies utilized in the mess hall located within Building 9. The loading dock coupled with the secondary access road allowed trucks to pull in behind Building 9 and unload provisions.

Loading Dock (Located on the west facade of Building 9.)



Photo by Megan Espinoza, 2010.

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Loading Dock Door



Photo by Megan Espinoza, 2010.

Loading Dock: Looking North



Photo by Megan Espinoza, 2010.

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Building 9: Barracks

Site ID No: 41

Address: 7101 62nd Avenue NE
Plat/Block/Lot: N/A
King County Parcel Number: 0225049071
Classification: Historic Contributing
Style: Colonial Revival
Built: 1929; Wings: 1930; Additions between 1939 and 1944
Architect: Unknown
Builder: Unknown

Description: This, two-story, Colonial Revival–style barracks building rises from a poured concrete foundation and is irregular in plan. Oriented north to south, the building is situated along Sand Point Way NE, south of the main district entrance. The main north/south axis has multiple wings, which extend east and west. The walls of the northern, original barracks are constructed of load bearing brick masonry laid in a common bond pattern. The walls of the southern addition consist of brick veneer laid in a running bond pattern over framing. The two building sections are connected by a one-story addition, which is clad with wood. Entrances are located frequently around the exterior. In the northern wing, some doors are capped by fanlights, while others have sidelights and transoms. The southern wing has simpler fire doors of the 1940s. A cross-gable roof with gabled dormers caps most of the building, with the exception of a flat roof over the single-story, central connecting wing.

Walls feature a parged cement base with projecting water table. The wall/roof junction features a prominent dentiled cornice along the underside of the projecting roofline with cornice returns at the gable ends. Walls along the central mess hall feature cast stone coping. Gable-roofed dormers project from the roof providing day lighting for the third-floor spaces. Wall mounted copper gutters and leaders direct rainwater runoff. The central mess hall portion features a wood exterior, exhibiting extensive classically inspired detailing including cornice, dentils, engaged pilasters and plinths. The pilasters frame window bays providing day lighting to the former interior dining space, augmenting gable roofed skylights over the space.

Windows feature brick jack arches with decorative cast stone keystones and cast stone lug sills. The windows located at the ends of gables at the third story, feature a round-arched opening with corresponding arched upper sash. A brick arch with cast stone keystone frame these openings. Dormer windows feature round-arched openings with corresponding arched upper sash.

Entrances in the north and south portions feature both primary and secondary entrances. The primary entrances consist of round-arched doorways. Two courses of rowlock bricks outline the arch with decorative cast stone keystones and springers. Decorative wood molding wraps around the inner edge between the brick and door and transom assemblies. Each doorway features a fan light transom over a double-door entry. Doors feature six upper lites with a lower wood panel. Wall mounted sconces

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flank each entrance. These doorways open to a small porch accessed via a direct flight of stairs and an added ADA ramp. The porch features a low brick railing with cast stone coping. The secondary entrances feature brick jack arches with cast stone keystones. Steel lintels span the opening above six-lite transoms over double doors. A direct flight of concrete stairs flanked by metal railings access these doorways. Wall mounted sconces flank these entrances, illuminating the stairs and entrance locations. Entrances to the central mess hall portion consist of pedimented entrances framed by a cast stone surround and jambs, surmounted by a rowlock brick oculus containing a vent. These entrances open at grade. Building 9 also features the former base chapel at the south end with three stained glass windows. The original Chapel sign remains outside the south end. An original sign to the Crow's Nest Inn also remains, and is located on the building near its center.

Alterations: Alterations include replacing wood double-hung sash windows with single hung vinyl sash. The building remains overall in fair condition. Interior fixtures and exterior downspouts have been vandalized for their copper.

Historic Context: The original north section of the Barracks was built in 1929 with wings completed in 1930. The center section and south section were built between 1939 and 1944. Building 9 housed enlisted personnel and student aviators. A chapel and mess hall were also located in the building. The building is owned by the University of Washington and is vacant.

Historic Photo: Construction, 1929

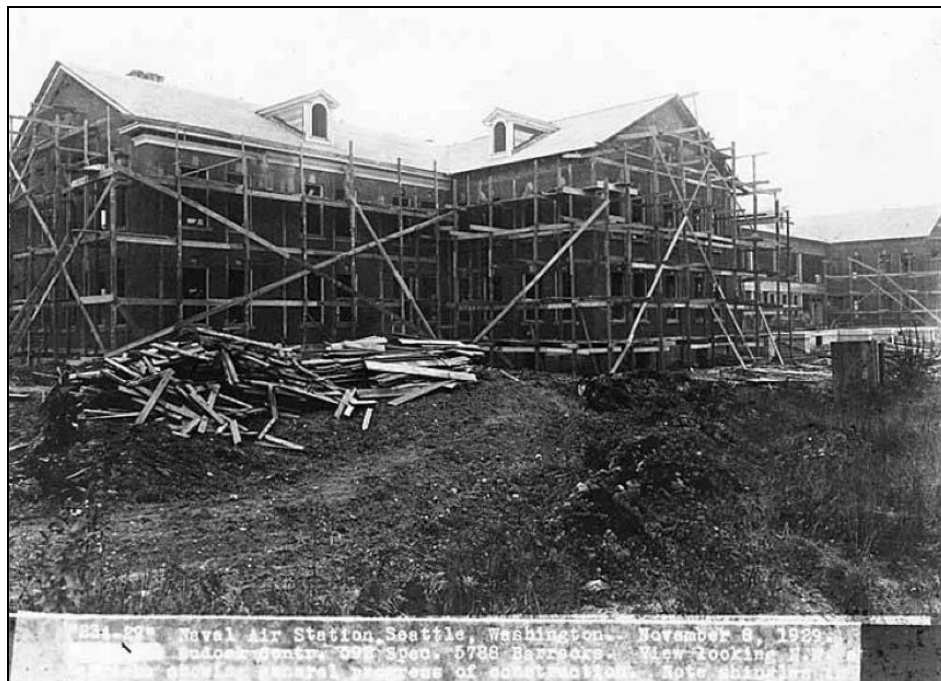


Photo Source: University of Washington, Special Collections, Image No. SEA2796.

North Facade

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Photo by Artifacts Consulting, Inc., 2009.

West Facade: "A" Wing



Photo by Megan Espinoza, 2010.

West Facade: "B" Wing

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Photo by Megan Espinoza, 2010.

West Facade: “C” Wing



Photo by Megan Espinoza, 2010.

West Facade: “D” Wing

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Photo by Megan Espinoza, 2010.

West Facade: Central Mess Hall



Photo by Megan Espinoza, 2010.

West Facade: "E" Wing

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Photo by Megan Espinoza, 2010.

West Facade: "F" Wing



Photo by Megan Espinoza, 2010.

West Facade: "G" Wing

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Photo by Megan Espinoza, 2010.

West Facade: "H" Wing



Photo by Megan Espinoza, 2010.

West Facade

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Photo by Megan Espinoza, 2010.

South Facade



Photo by Megan Espinoza, 2010.

Chapel: Sign

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(Located at the “H” Wing on the east facade.)

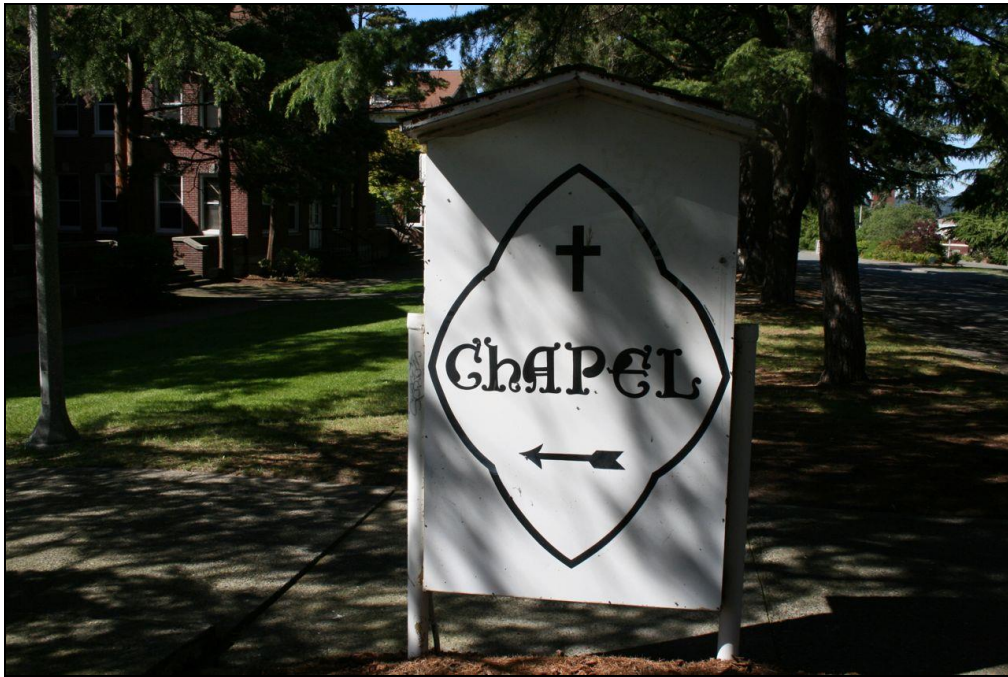


Photo by Megan Espinoza, 2010.

Chapel: Stained Glass Windows
(Located in the “H” Wing.)



Photo by Megan Espinoza, 2010.

Chapel: Stained Glass Windows

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(Located in the “H” Wing.)



Photo by Megan Espinoza, 2010.

East Facade: “H” Wing



Photo by Megan Espinoza, 2010.

East Facade: “G” Wing

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Photo by Megan Espinoza, 2010.

East Facade: Crow's Nest Inn Signage
(Between the "G" and "F" Wings.)



Photo by Megan Espinoza, 2010.

East Facade: Crow's Nest Inn Signage

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(Between the “G” and “F” Wings.)



Photo by Megan Espinoza, 2010.

East Facade: “F” Wing



Photo by Megan Espinoza, 2010.

East Facade: “E” Wing

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Photo by Megan Espinoza, 2010.

East Facade: Central Mess Hall Main Entry



Photo by Megan Espinoza, 2010.

East Facade: "D" Wing

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Photo by Megan Espinoza, 2010.

East Facade: “C” Wing



Photo by Megan Espinoza, 2010.

East Facade: Entry Porch for “A,” “B,” and “C” Wings

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Photo by Megan Espinoza, 2010.

East Facade: Entry Detail
(Located at the entry porch for “A,” “B,” and “C” Wings.)



Photo by Megan Espinoza, 2010.

East Facade: Drain Detail

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(Located at the entry porch for “A,” “B,” and “C” Wings.)



Photo by Megan Espinoza, 2010.

East Facade: “A” Wing



Photo by Megan Espinoza, 2010.

East and North Facades

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Photo by Artifacts Consulting, Inc., 2009.

East Facade: Front Lawn



Photo by Lynn Ferguson, 2010.

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Round-the-World Flight Monument**Site ID No: 42**

Address: NE 74th Street and Sand Point Way NE

Plat/Block/Lot: N/A

King County Parcel Number: 0225049071

Classification: Historic Contributing

Style: N/A

Built: 1924

Architect/Designer: Victor Alonzo Lewis

Builder: Unknown

Description: This 15-foot high, granite monument is crowned with bronze wings. A tablet on the west side of the object commemorates the round-the-world flyers. The monument stands just outside the entrance, west of Building 138 Gatehouse. The monument originally stood at the southwest corner of the former runway until its relocation in the early 1930s to the southwest corner of the Building 30 site. In 1937-38 the Navy relocated the monument to the planting island at the NE 74th Street entrance to the air station. The monument remains overall in fair condition.

Historic Context: The most important public event associated with Sand Point during King County ownership was the first round-the-world flight, which is commemorated at Sand Point. Four Douglas World Cruisers (two-seater biplanes) commenced on April 6, 1924 a five-and-a-half month, worldwide aviation “drama” that made news around the globe and occurred three years before Charles Lindbergh’s solo flight across the Atlantic. A total of 26,345 miles were logged on this historic trip. The monument topped with a crown of bronze wings was erected to commemorate the historic flight and was dedicated in September 1924. Seattle sculptor Victor Alonzo Lewis designed and modeled the monument. NAS Seattle site plans assigned the monument number 396.

West Side

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Photo by Artifacts Consulting, Inc., 2009.

East Side



Photo by Artifacts Consulting, Inc., 2009.

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Flagpole

Site ID No: 43

Address: NE 74th Street and 62nd Avenue NE

Plat/Block/Lot: N/A

King County Parcel Number: 0225049071

Classification: Historic Contributing

Style: N/A

Built: Between 1939 and 1944

Architect/Designer: Unknown

Builder: Unknown

Description: This tall metal flagpole is prominently located in a landscaped planting area south of the Administration Building within an island formed by a semi-circular drive off of NE 74th Street. A large American flag flies from this flagpole. The pole and base remain overall in fair condition.

Historic Context: Erected a few years within construction of the Administration Building (Building 25), the flagpole was always a prominent feature at the naval air station. The large American flag that flies from the pole historically symbolized patriotism and duty to country. Flagpoles flying the American flag were common features at military bases.

Western Approach (On NE 74th Street.)



Photo by Lynn Ferguson, 2010.

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Southern Approach
(At the end of 62nd Avenue NE.)



Photo by Megan Espinoza, 2010.

Base Detail



Photo by Megan Espinoza, 2010.

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Vietnam Memorial and Freedom Tree

Site ID No: 44

Address: NE 74th Street and 62nd Avenue NE
Plat/Block/Lot: N/A
King County Parcel Number: 0225049071
Classification: Not included in National Register listing.
Style: N/A
Built: 1972
Architect/Designer: Unknown
Builder: Unknown

Description: This three and a half foot tall white painted concrete obelisk was erected in 1972 to honor service personnel Missing in Action or Prisoners of War from the Vietnam War era. The monument has a bronze plaque with the words that the plaque and large atlas cedar tree (Cedrus Atlantica) known as the Freedom Tree or Memorial Tree were to honor “the sons of Washington and all prisoners of war and missing in action.” The monument and tree are located just east of the flagpole on the northwest corner of 63rd Avenue NE and NE 74th Street.

Historic Context: Erected near the end of the Vietnam War, the monument and tree planting was done to honor those who served and did not come back. Approximately 1,800 service personnel are still missing and unaccounted for in that war, with an additional thousand who were killed in action and whose bodies were never recovered.

Front View of Memorial



Photo by Ron Miller, 2010.

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Side View of Memorial



Photo by Ron Miller, 2010.

Back View of Memorial



Photo by Ron Miller, 2010.

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Building 42: Main Electric Substation

Site ID No: 45

Address: 7700 Sand Point Way NE
Plat/Block/Lot: N/A
King County Parcel Number: 0225049071
Classification: Historic Contributing
Style: Art Moderne
Built: 1939
Architect/Designer: Unknown
Builder: Unknown

Description: This one-story, utilitarian building rises from a poured concrete foundation and is rectangular in plan. Oriented to the east, the building's main facade looks toward the Barracks (Building 9). Walls are poured concrete with minimal Art Moderne detailing derived from the set of three horizontal lines on all facades. The east (main) facade has multi-lite, steel, sash windows and two entrances with metal doors. The building remains overall in fair condition.

Historic Context: Built in 1939, the building functioned as the main electric substation for the naval air station. The building is still in use for some electric power distribution.

North Facade



Photo by Artifacts Consulting, Inc., 2009.

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West Facade

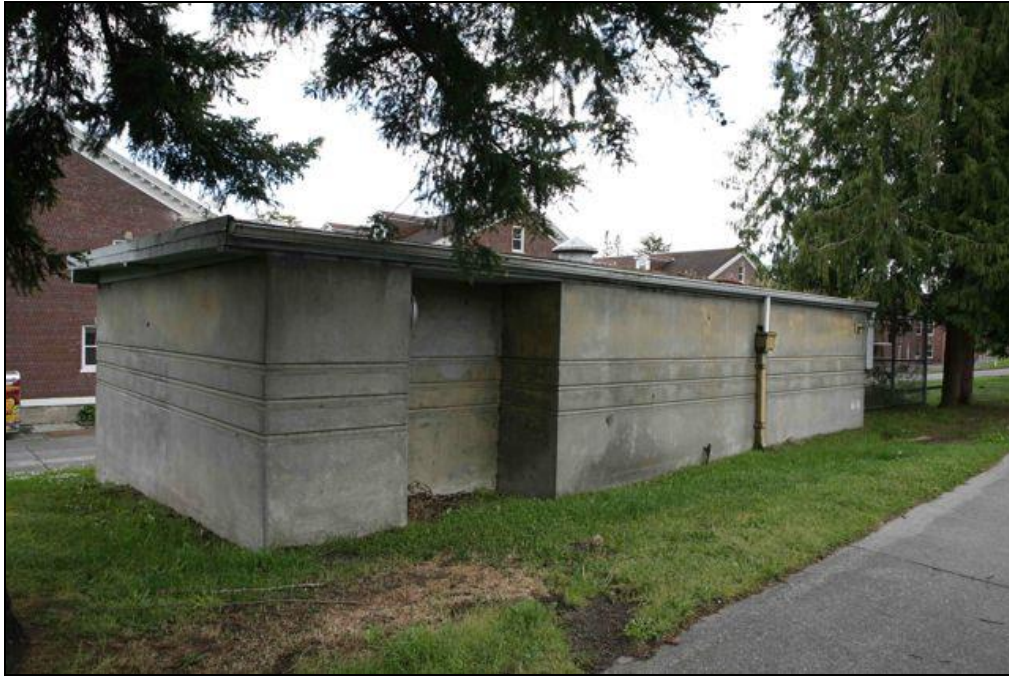


Photo by Artifacts Consulting, Inc., 2009.

West and South Facades



Photo by Artifacts Consulting, Inc., 2009.

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South Facade



Photo by Artifacts Consulting, Inc., 2009.

East Facade



Photo by Artifacts Consulting, Inc., 2009.

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Building 141: Respiratory Training Building

Site ID No: 46

Address: 7424 Sand Point Way NE
Plat/Block/Lot: N/A
King County Parcel Number: 0225049071
Classification: Historic, Non-Contributing
Style: Modern
Built: 1942
Architect/Designer: Unknown
Builder: Unknown

Description: This single-story, rectangular building is located towards the northwest corner of the district, north of the Dispensary (Building 29). A poured concrete foundation supports walls clad with T-1-11 and a flat roof.

Alterations: Windows are non-historic aluminum with lower operable sash. The building remains overall in poor condition. The building is connected to building 192.

Historic Context: Built in 1942, Building 141 provided dedicated facilities for training aviation personnel in the use of respiratory equipment employed in aircraft. The building is currently vacant and scheduled for demolition. Due to the extent of alterations this building is considered a non-contributing structure.

North Facade

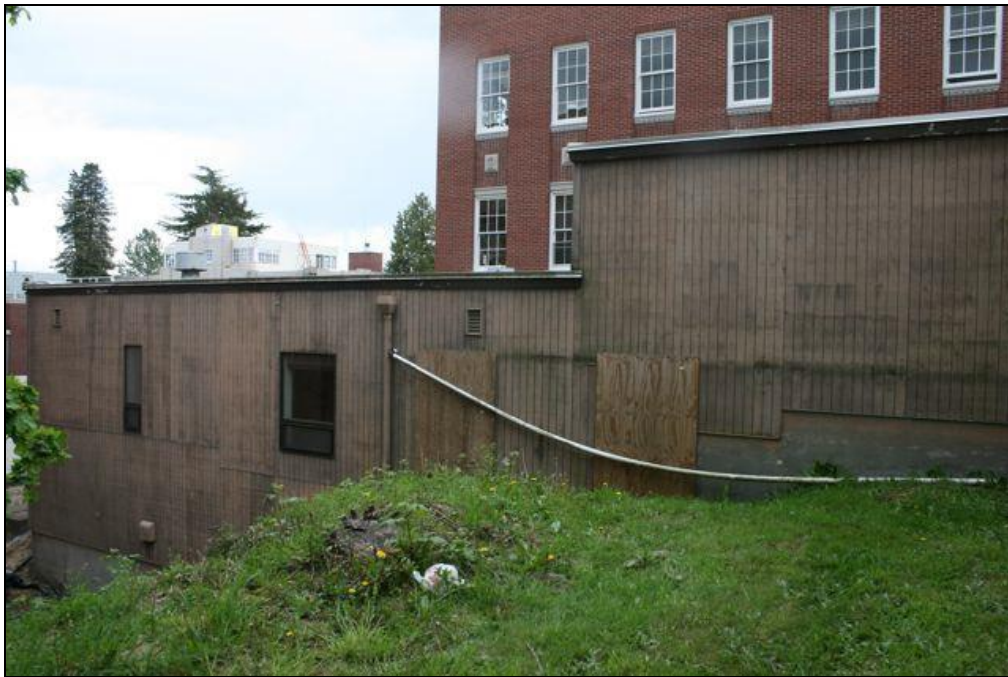


Photo by Megan Espinoza, 2010.

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West Facade



Photo by Megan Espinoza, 2010.

South Facade



Photo by Megan Espinoza, 2010.

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East Facade



Photo by Megan Espinoza, 2010.

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Building 192: Low-Pressure Training Building

Site ID No: 47

Address: 7424 Sand Point Way NE
Plat/Block/Lot: N/A
King County Parcel Number: 0225049071
Classification: Historic, Non-Contributing
Style: Modern
Built: 1944
Architect/Designer: Unknown
Builder: Unknown

Description: This single-story, rectangular building is located towards the northwest corner of the district, north of the Dispensary (Building 29). A poured concrete foundation supports walls clad with T-1-11 and a flat roof.

Alterations: This building is attached to Building 141. Windows have been boarded over, and the building remains overall in poor condition.

Historic Context: Built in 1944, Building 192 provided dedicated facilities for training and conditioning aviation personnel for operation in low-pressure environments encountered while flying aircraft. The building is currently vacant and scheduled for demolition. Due to the extent of alterations this building is non-contributing.

North Facade



Photo by Megan Espinoza, 2010.

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West Facade



Photo by Megan Espinoza, 2010.

South Facade



Photo by Megan Espinoza, 2010.

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East Facade

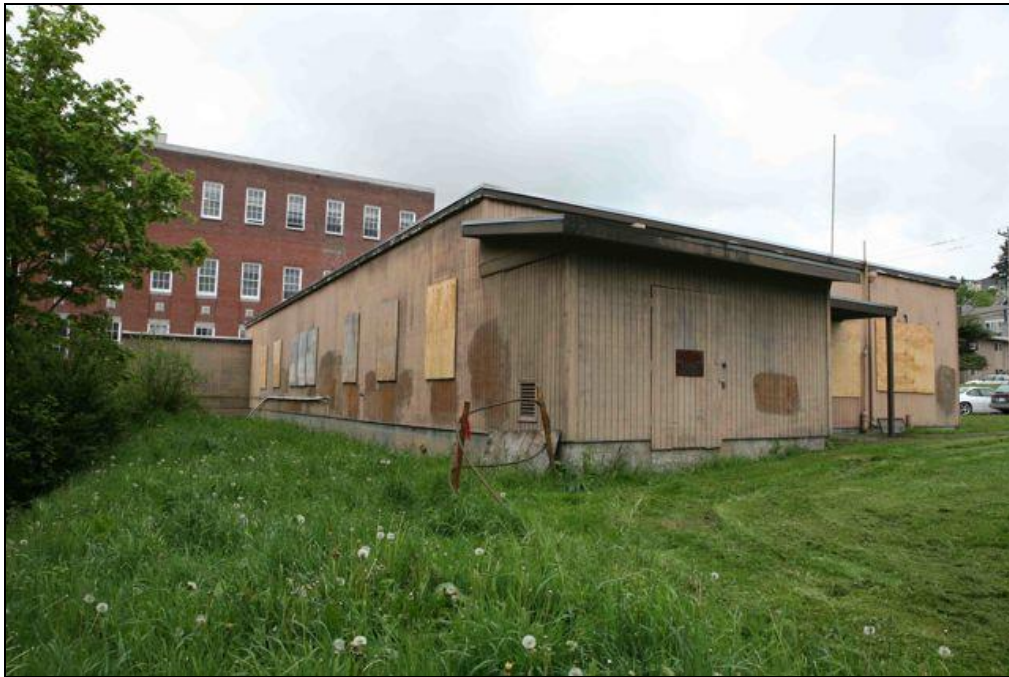


Photo by Megan Espinoza, 2010.

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Mechanical Building

Site ID No: 48

Address: N/A
Plat/Block/Lot: N/A
King County Parcel Number: 0225049071
Classification: Non-Historic, Non-Contributing
Style: N/A
Built: Post 1966
Architect/Designer: Unknown
Builder: Unknown

Description: This single-story, rectangular building is located directly south of Building 5. A poured in-place concrete foundation supports stacked bond concrete masonry unit walls. A flat shed roof clad with rolled asphaltic roofing shelters the interior mechanical space. An above grade fuel tank stands just to the south of this building. The building remains overall in fair condition.

Historic Context: Built after 1966, the building provides dedicated mechanical system facilities. The building remains in use. Due to the building's construction outside of the period of significance this building is non-contributing.

North Facade



Photo by Megan Espinoza, 2010.

West Facade

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Photo by Megan Espinoza, 2010.

West and South Facades



Photo by Megan Espinoza, 2010.

East Facade

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Photo by Megan Espinoza, 2010.

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Building 25: Administration Building

Site ID No: 49

Address: 6222 NE 74th Street
Plat/Block/Lot: N/A
King County Parcel Number: 0225049071
Classification: Historic Contributing
Style: Art Deco
Built: 1937; Additions between 1938 and 1944
Architect/Designer: Unknown
Builder: Unknown

Description: This Art Deco–style building has a two and three-story main core and one-story rear wings. Sited in the middle of the district, along NE 74th Street, the building's main facade looks south, down the corridor of 62nd Avenue NE. The original rectangular footprint from 1937 received a T-plan addition to the north, together forming a slightly lopsided H-plan. The three-story height occurs in the central bay of the main core. A poured concrete foundation supports a poured concrete structure, brick veneer cladding, and flat roofs with parapets on all building sections. Cast stone forms Art Deco decorative motifs on the exterior, particularly on the south facade.

Alterations: Alterations include the T-plan addition, erected between 1938 and 1944. The building remains overall in good condition and is undergoing rehabilitation.

Historic Context: Built in 1937, Building 25 served as administrative headquarters for the naval air station. In more recent years, it continued to house offices, a computer center, and telecommunications office. Currently owned by the University of Washington, the building is undergoing rehabilitation for educational or research support.

North Facade

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Photo by Megan Espinoza, 2010.

North and West Facades



Photo by Artifacts Consulting, Inc., 2009.

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West Facade



Photo by Megan Espinoza, 2010.

West Facade: Entry Detail



Photo by Megan Espinoza, 2010.

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South Facade



Photo by Megan Espinoza, 2010.

East Facade



Photo by Artifacts Consulting, Inc., 2009.

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East Facade



Photo by Megan Espinoza, 2010.

East Facade: Entry Detail



Photo by Megan Espinoza, 2010.

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Building 29: Dispensary

Site ID No: 50

Address: 6200 NE 74th Street
Plat/Block/Lot: N/A
King County Parcel Number: 0225049071
Classification: Historic Contributing
Style: Art Deco
Built: 1937; Additions between 1938 and 1944
Architect/Designer: Unknown
Builder: Unknown

Description: This, three-story, Art Deco–style building is L-shaped in plan. Sited in the middle of the district on the far west side along NE 74th Street near the main park gate, the building’s main entrance is on the south facade. Secondary entrances are located on the east and west facades. The original rectangular footprint from 1937 received an L-shaped addition to the north by 1944. A poured concrete foundation supports a poured concrete structure, brick veneer cladding, and a flat roof with parapet. Cast stone forms Art Deco decorative motifs on the exterior.

Alterations: Alterations include the L-plan addition, erected between 1938 and 1944, and the third story, which has a different shade of red brick than the original two stories. Windows are historic, six-over-six, double-hung, wood sash. The building remains overall in good condition.

Historic Context: Built in 1937 (with later third story addition), Building 29 functioned as a dispensary/hospital for the naval air station. Since 2001-02 the building provides space for the University of Washington School of Public Health programs.

Historic Photo: East Facade, 1938

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(The Round-the World-Flight Monument is in the background to the left.)



Photo Source: University of Washington, Special Collections, Image No. SEA 2798.

North and West Facades



Photo by Artifacts Consulting, Inc., 2009.

West Facade

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Photo by Artifacts Consulting, Inc., 2009.

West Facade: Masonry Detail



Photo by Lynn Ferguson, 2010.

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South Facade



Photo by Artifacts Consulting, Inc., 2009.

South Facade: Window Detail



Photo by Artifacts Consulting, Inc., 2009.

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East Facade



Photo by Artifacts Consulting, Inc., 2009.

East Facade



Photo by Artifacts Consulting, Inc., 2009.

Karen Gordon
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East Facade: Entry Detail



Photo by Artifacts Consulting, Inc., 2009.

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Building 5 (A-D): Storehouse

Site ID No: 51

Address: 7501, 7527, 7543, and 7561 63rd Avenue NE

Plat/Block/Lot: N/A

King County Parcel Number: 0225049071

Classification: Historic Contributing

Style: Art Deco

Built: 1929; Additions in 1938, 1940, and 1943

Architect/Designer: Unknown

Builder: Unknown

Description: This storehouse consists of four main sections, referred to as 5A through 5D. The overall complex varies in height from one to four stories and has a rectangular footprint. Each of the four sections also has a rectangular plan, but size varies. The original section, 5A, is the northernmost section, with 5B, 5C, and 5D progressing in alphabetical order to the south. Sited just south of Building 2, Assembly & Repair Shop, and across from Hangar 33, this storehouse defines 63rd Avenue NE and is the largest building in the district. All sections have poured concrete foundations, brick cladding, and flat roofs with parapets, some of which are shaped. The original section, built in 1929, expanded with large additions in 1938, 1940, and 1943. The main (east) entrance to Section 5B is characterized by Art Moderne features, including a streamlined cast, stone door surrounds and a metal sign that reads "Supply Department."

Alterations: 5B has replacement windows on the second floor's east side. The building remains overall in fair condition.

Historic Context: The original Storehouse (5A) was built in 1929 at an approximate cost of \$50,000 to house supplies. In 1938, a brick-clad addition (5B) was constructed to the south using WPA funds. A spur from the Northern Pacific Railroad Sumas Branch line to the naval air station was completed in October 1929. This spur ran along the west side of the Storehouse, providing an easier way to load and unload supplies. Part of the track remains in place on the west side of the building. 5C was added in 1940, and 5D was added in 1943. Building 5 became a mix of warehouse, workshop, and office space. The building is currently owned by the University of Washington and maintains a variety of uses including educational storage, offices, and research and art studios.

Historic Photo: East Facade, Section 5A, 1938

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Photo Source: University of Washington, Special Collections, Image No. SEA2799.

North Facade



Photo by Megan Espinoza, 2010.

North Facade: Loading Dock

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Photo by Megan Espinoza, 2010.

North Facade: Awning Detail



Photo by Megan Espinoza, 2010.

West Facade: Section 5A

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Photo by Megan Espinoza, 2010.

West Facade: Section 5B



Photo by Megan Espinoza, 2010.

West Facade: Section 5C

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Photo by Megan Espinoza, 2010.

West Facade: Section 5C, Entry Detail



Photo by Megan Espinoza, 2010.

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West Facade: Section 5D



Photo by Artifacts Consulting, Inc., 2009.

West Facade: Section 5D
(With railroad spur)



Photo by Megan Espinoza, 2010.

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West Facade: Section 5D, Loading Dock Corridor



Photo by Megan Espinoza, 2010.

West Facade: Section 5D, Fire Alarm

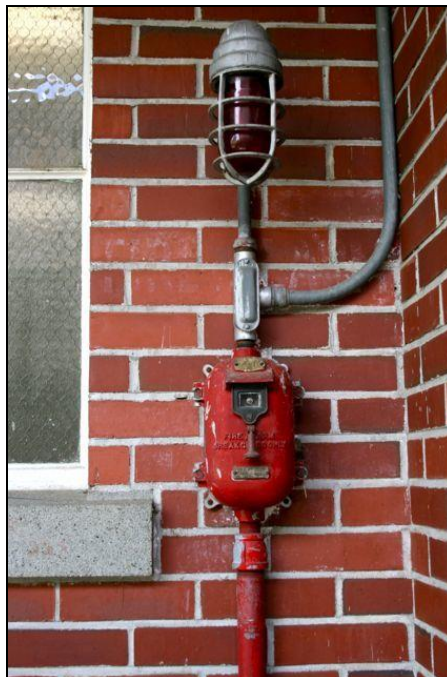


Photo by Megan Espinoza, 2010.

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South Facade



Photo by Megan Espinoza, 2010.

East Facade: Section 5D



Photo by Megan Espinoza, 2010.

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East Facade: Section 5D, Entry



Photo by Megan Espinoza, 2010.

East Facade: Section 5C



Photo by Megan Espinoza, 2010.

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Section 5C, Interior Warehouse Space



Photo by Megan Espinoza, 2010.

East Facade: Section 5B

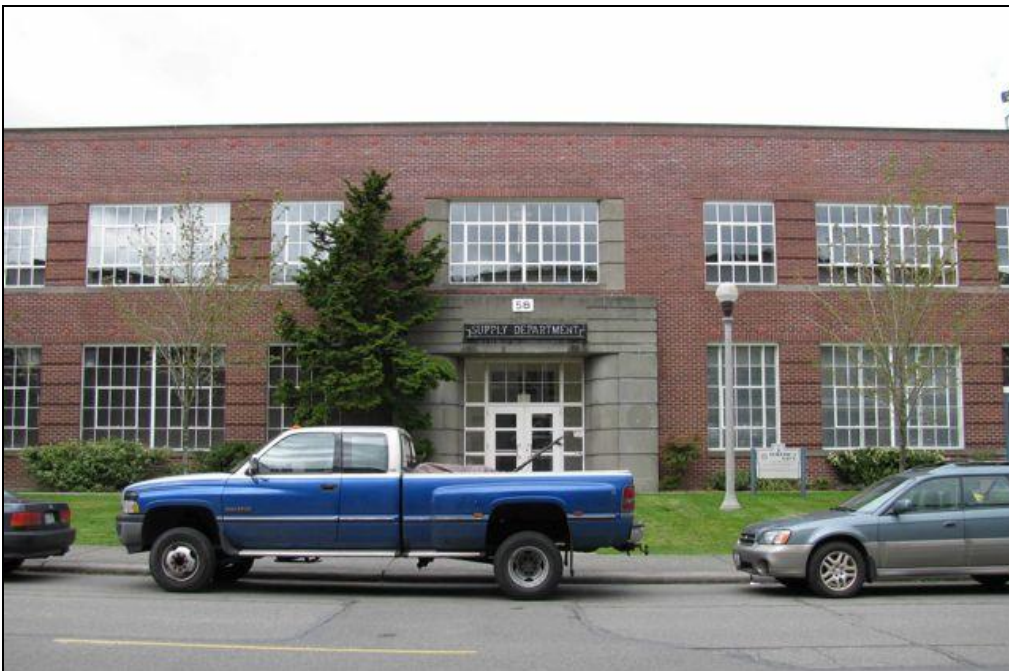


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East Facade: Section 5B, Entry Detail



Photo by Megan Espinoza, 2010.

East Facade: Section 5B, Window Detail



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East Facade: Section 5A



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East Elevation: Section 5A Signage

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Ramp No. 1

Site ID No: 52

Address: Pontiac Bay
Plat/Block/Lot: N/A
King County Parcel Number: 0225049074
Classification: Historic Contributing
Style: N/A
Built: 1928
Architect/Designer: Unknown
Builder: Unknown

Description: Located at the north end of the district, Ramp No. 1 extends into Lake Washington but is cut-off, or perhaps covered, by a paved parking lot to the south. It has been altered from its original configuration. The ramp consists of a sloped reinforced-concrete ramp descending down into Lake Washington. The upper edge is flush with the surrounding paving. The ramp surface retains its original hand-cut granite paver blocks set in concrete. Concrete curbs extend along either side of the ramp.

Historic Context: Constructed in the late 1920s, Ramp No. 1 is part of the original ramp that allowed seaplanes to be pulled from Lake Washington by a tractor. Tie down metal holders used to hold planes in place when not in use are still visible in the original tarmac south of the ramp.

Looking East



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Looking West
(Toward Building 11)



Photo by Artifacts Consulting, Inc., 2009.

Looking North



Photo by Artifacts Consulting, Inc., 2009.

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Granite Paver Blocks



Photo by Artifacts Consulting, Inc., 2009.

Plane Tie-Downs



Photo by Lynn Ferguson, 2010.

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Building 27: Seaplane Hangar

Site ID No: 53

Address: 62nd Avenue NE and NOAA Road

Plat/Block/Lot: N/A

King County Parcel Number: 0225049074

Classification: Historic Contributing

Style: Vernacular/Military

Built: 1937

Architect/Designer: Unknown

Builder: Unknown

Description: This hangar has an open, four-story volume with four-story towers at the corners. Located towards the northwest corner of the district, this hangar has an h-shaped footprint with a wide central portion containing the hangar. The upper and lower legs of the H extend beyond to accommodate the doors when they are in the open position. Set within these legs on the north and south ends of the building are office and storage spaces. The north portion is a single story, while the south portion is two stories. The main entrance is on the west side. Hangar doors open on the east and west sides. This hangar is of similar design and materials to Buildings 32 and 33, but Building 27 housed seaplanes and predates the other two. The hangar has a symmetrical facade on the west, north, and east sides. A poured concrete foundation supports a riveted-steel frame structure. Vertical steel posts form the building's outer walls. Horizontal metal framing runs between these posts with diagonal bracing at the corners for additional lateral rigidity. Corrugated panels clad the outer face of this wall.

The building features a low-rise, parallel gable roof. A series of massive sliding doors on the building's east and west end walls allowed the movement of airplanes into and out of the building. Smaller personnel doors set within the lower portions of the hangar doors facilitated personnel movement without the need to open the massive doors. These doors, ten to a side, each features diagonal steel framing with a central steel sash window having four sets of 36-lites. A projecting shed roof runs along the building's exterior wall above these doors to protect the top-hung sliding mechanism. These doors, unlike those on Building 2, are external.

Windows consist of a variety of types. Steel sash, twelve-lite windows provide day lighting to first story spaces along the north side. These are grouped in pairs and triples with a wide mullion between. The central six-lites of these windows operate on a center pivot mechanism to provide ventilation. The triple grouping features two instances of a central six-lite unit above a personnel doorway. At the base of the towers (northeast and northwest) are group of three steel sash windows separated by mullions. The center functions as a transom above a personnel doorway having a paneled door with upper lites. The flanking two openings feature nine-lite windows.

Wood sash windows service the upper stories on the north facade. The northeast tower features six-lite center horizontal pivot wood sash windows on the north and west facades. These windows occur in single and triple groupings. The fourth story of this

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tower feature six-lite wood sash casement windows on all three facades. The northwest tower features only single six-lite wood sash casement units at each story on the north and east facade of the tower. The only exception to this is the first story's repetition of the triple grouping of the northeast tower with the doorway in the west opening instead of the middle. Along the upper north wall portion of the hangar windows consist of paired and triple groupings of wood sash units. Mullions separate windows with six-lite transoms above tall twelve-lite windows.

Steel trusses span between these outer posts and a row of columns placed midway between the building's north and south sidewalls. Steel diagonal bracing between the trusses provides rigidity. The clear span across the hangar floor, with exception of the central column row, provided ample space for maneuvering and storage of airplanes within the hangar. Peripheral office and storage spaces extend along the north and south sides of the main hangar volume. These consist of small partitioned spaces at grade with some mezzanine level office and storage spaces.

Alterations: Alterations include a late Navy-era cement board addition with boarded over or replacement windows on the south side of the hangar. The majority of windows have been painted over. Added fluorescent lighting illuminates the building interior. Added surface mounted conduit extends through the peripheral office and storage spaces. An added covered walk extends from the building's south side to the access road leading to NOAA. Overall the building remains in good condition. Windows and doors continue to operate.

Historic Context: Built in 1938 (with WPA funds), this large Seaplane Hangar provided shelter for Navy seaplanes. It was sited near the Pontiac Bay at the north end of the naval air station and to Building 2 for proximity to the plane assembly and repair facility. Plane tie-downs still remain embedded in the tarmac nearby. In more recent years, Building 27 has been used for aircraft repair, offices, and heavy equipment storage. Currently the building is vacant with adaptive re-use plans for indoor participation sports.

North Facade

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Photo by Artifacts Consulting, Inc., 2009.

North Facade: Tower Detail



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West Facade

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West Facade
(Current construction condition)



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South Facade



Photo by Artifacts Consulting, Inc., 2009.

South Facade



Photo by Artifacts Consulting, Inc., 2009.

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#1

East Facade



Photo by Artifacts Consulting, Inc., 2009.

STATE OF WASHINGTON -- KING COUNTY

--SS.

328689

No. 124850,849,848,847,846

CITY OF SEATTLE, CLERKS OFFICE

Affidavit of Publication

The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

CT: TITLE ONLY ORDINANCES

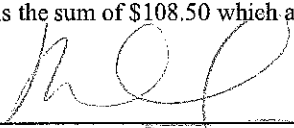
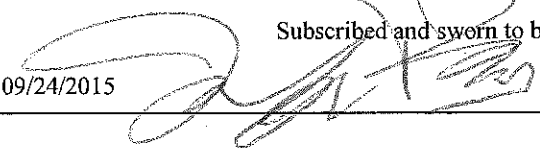
was published on

09/24/15

The amount of the fee charged for the foregoing publication is the sum of \$108.50 which amount has been paid in full.



Affidavit of Publication


Subscribed and sworn to before me on
09/24/2015 

Notary public for the State of Washington,
residing in Seattle

State of Washington, King County

City of Seattle

Title Only Ordinances

The full text of the following legislation, passed by the City Council on September 8th, 2015, and published below by title only, will be mailed upon request, or can be accessed at <http://clerk.seattle.gov>. For information on upcoming meetings of the Seattle City Council, please visit <http://www.seattle.gov/council/calendar>.

Contact: Office of the City Clerk at (206) 684-8344.

Ordinance 124850

AN ORDINANCE relating to Historic Districts; adding a new Chapter 25.30 to the Seattle Municipal Code (SMC); creating the Sand Point Naval Air Station Landmark District; specifying the district's boundaries; adopting criteria for designating the district; establishing a procedure for preserving significant physical elements within the district; establishing the Sand Point Naval Air Station Landmark District Application Review Committee; providing for administration and enforcement of this Ordinance; and amending Section 22.900C.010 and Table C-1 for Section 22.900C.010 of the SMC to provide for the collection of fees for interpretation of Historic District regulations by the Department of Neighborhoods.

Ordinance 124849

An ORDINANCE related to the City's Emergency Management Program; adding Sections 10.02.045 and 10.02.047 to the Seattle Municipal Code (SMC) to refine the roles and responsibilities of the Office of Emergency Management; and amending Sections 10.02.050, 10.02.060, 10.02.070, 10.02.080, 10.02.090, 10.02.100, and 10.02.110 of the SMC to accommodate these refinements.

Ordinance 124848

AN ORDINANCE relating to the Seattle Police Department; authorizing the Chief of Police to issue Special Police Officer Commissions to qualified government employees to conduct limited law enforcement duties or to former police officers or parking enforcement officers to conduct traffic control; eliminating the authority to authorize Retired Police Officer Commissions; amending Section 3.28.150, and repealing Sections 3.28.450, 3.28.460, 3.28.470, and 3.28.480 of the Seattle Municipal Code.

Ordinance 124847

AN ORDINANCE relating to the Department of Parks and Recreation; authorizing the Superintendent of Parks and Recreation to execute, for and on behalf of the City, a concession agreement granting Fifth Avenue Sports, LLC d/b/a Green Lake Boathouse the right to operate a concession providing boat rental service, and retail and food sales at the Department's facility at Green Lake Park.

Ordinance 124846

AN ORDINANCE appropriating money to pay certain audited claims and ordering the payment thereof.

Date of publication in the Seattle Daily Journal of Commerce, September 24, 2015.

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